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# Herald INTERNATIONAL Tribune

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No. 34,685

## In Cairo, a Chance to Slow the Population Express Train

By Boyce Rensberger  
Washington Post Service

Birthrates are plummeting in almost every country on earth and are expected to continue falling for decades. And yet the number of people in the world is now growing faster than ever and is likely to continue climbing for at least 100 years.

Those trends may seem contradictory, but they are not. In fact, they inspire the two feelings likely to drive the nine-day United Nations world population and development conference, which opens Monday in Cairo.

First, there is confidence that human numbers are well on the way to leveling off

in the foreseeable future, largely as a result of previous efforts.

At the same time, there is fear that if these efforts are not redoubled, world population will reach a plateau later rather than sooner, and at a much higher total.

If such action is not taken, experts say, human suffering and environmental degradation may become catastrophic in larger parts of the world than would otherwise be the case.

Many population specialists say the wide-ranging plan of action developed in preparatory meetings could have a dramatic effect.

If nothing more is done, the world's population of 5.6 billion could rise to between 10 billion and 12.5 billion by the year 2050, according to UN projections. But if the Cairo plan is carried out, there may be only 7.8 billion human beings by then.

"This conference," said Nafis Sadik, a Pakistani woman who is executive director of the UN Population Fund and secretary-general of the Cairo meeting, "is about choices and responsibilities — for the individual, the community, the nation and the world. Its aim is to widen our freedom of choice — choice in the matter of family size, choice in population policy and pro-

grams, choice in development philosophy and practice."

The draft plan of action, details of which remain to be debated and adopted in some form by delegations from about 170 countries, calls on governments not just to make family planning services available to all but also to take measures to reduce illness and poverty, improve educational opportunity and work toward environmentally sustainable economic development.

Prominent in the plan is a call to improve health, education and economic opportunity for girls and women, who as a group suffer much more than men from

the effects of rapid population growth and frequent pregnancy.

The Cairo meeting is the third of the major UN-sponsored world population conferences, which have come to be held every 10 years. But it is the first in which virtually all the delegations, from rich countries and poor, have agreed on a plan of action. Only the Vatican, which has observer status because it is an independent state, and a handful of countries have dissented.

"We're moving," said Timothy E. Wirth, undersecretary of state for global affairs.

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## Major Bars IRA Talks Until Truce Is Permanent

Adams Decries Stand; Car Bomb Explodes at Sinn Fein Belfast Office

Compiled by Our Staff From Dispatches

LONDON — The government reiterated Sunday that it would not talk to the Irish Republican Army until it was convinced that the guerrilla group's cease-fire in Northern Ireland was permanent.

But Gerry Adams, leader of the IRA's political wing, Sinn Fein, accused London of playing "word games" and said the time for negotiations was now.

In Belfast, a car bomb exploded Sunday evening outside the offices of Sinn Fein. A police spokesman said no injuries had been reported, but ambulances were at the scene. It was the first bomb attack since the IRA announced its cease-fire on Wednesday.

Prime Minister John Major, treading a cautious path toward peace, said earlier of the IRA truce: "I am not sure it is quite sufficient yet," adding, "We need just a little more."

Mr. Major, who wants the IRA to declare that the cease-fire is permanent, also joined Prime Minister Albert Reynolds of Ireland in urging Protestant extremists on the other side of the sectarian divide to follow the IRA's example and lay down their arms.

Mr. Adams, speaking to BBC Television, said: "I would appeal to John Major to seize this moment, to seize this opportunity. Why can't talks begin now?"

But Mr. Major, speaking on the same program, said such a meeting was not imminent.

"We would like to be absolutely, copper-bottomed certain that this end to violence is for good," he said.

Mr. Adams also called on loyalist militias to stop "killing Catholics" and on British troops to withdraw from "our streets." In his first major speech since the cease-fire took effect, he told 3,000 supporters outside the Sinn Fein headquarters in Belfast: "We must keep moving forward."

"We don't want concessions from the British government," he said to a cheering crowd. "It is not a concession to be treated like an Irish person in our own country. That is our right."

"Let's give them a wee bit of time, but not too long, to get their troops off our streets," he said. "And if they won't demilitarize, well then, we'll demilitarize for them, coolly and calmly."

Sinn Fein activists used a bulldozer Sunday to smash down blockades at two closed border roads between Northern Ireland and the Irish Republic in a symbolic "reopening" of the frontier. British security

See ULSTER, Page 4

## Russians Agree With Chinese to End Tensions

By Michael Specter  
New York Times Service

MOSCOW — Formally ending an era of tension between two of the world's most powerful countries, Russia and China have agreed not to aim nuclear missiles at each other, never to use force against each other, and to sharply limit the number of troops stationed along their border.

The declaration was signed at the end of talks at the Kremlin between President Jiang Zemin of China and President Boris N. Yeltsin of Russia. The two men also agreed to work harder on developing economic ties.

The Russia-China relationship has been rocky and traumatic. In the early 1950s their leaders dreamed of fashioning a world of communism. Only 40 years ago, Mr. Jiang trained as an engineer in Moscow at the giant Zil automotive factory.

But by the late 1950s, the two Communist giants had entered into such a fierce and dogmatic battle for supremacy that they became bitter enemies. The bloody clashes along their border in the 1960s led many to believe that if there was another world war, it would begin there.

"The signing of these agreements are achievements of historic scope," Mr. Yeltsin said.

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## Delegates Scramble to End Divisions On Key Issues

Washington Post Service

CAIRO — As thousands of delegates gathered here for Monday's opening of the United Nations Conference on Population and Development, U.S. and European envoys privately circulated proposals aimed at defusing Vatican and Islamic objections to the draft plan slated for adoption at the nine-day meeting.

The proposals center on controversial language in the draft dealing with definitions of "reproductive rights" and the family, sex education and family-planning services for teenagers, and abortion.

These issues, while constituting less than 10 percent of the UN draft, have emerged as the major stumbling block to consensus at the meeting, which is aimed at forging a strategy for stabilizing human numbers at an environmentally sustainable level.

In Rome, Pope John Paul II sounded one last alarm about the "dangerous shortcut" of concentrating all efforts on reducing birth rates.

"I salute the Cairo conference as a historic occasion to orient international politics and economy toward the attainment of such an urgent worldwide objective," the Pope said, defining the meeting's supreme goal as that of closing up the "scandalous" gap between rich and poor nations.

"The outstanding questions are important, but they should not be allowed to overshadow the great progress we have made," said Nafis Sadik, executive director of the UN Population Fund and secretary-general of the conference.

"Thanks to the experience of the past, we have a very specific, very candid draft document. By the time this conference is over, I hope the program of action will be part of the future."

Even before the formal kickoff addresses Monday by President Hosni Mubarak of Egypt, Vice President Al Gore and other dignitaries, UN officials were hailing the conference as a success. So far, 174 member countries and six nonmembers have sent delegates to the meeting, with only six — Saudi Arabia, Lebanon, Sudan, Monaco, Liechtenstein and Iraq — staying away.

Security for the meeting was extreme, with police and paramilitary forces saturating Cairo's traffic-choked downtown, rigging major hotels and sealing off the area around the gigantic Chinese-built conference center. Islamic militants have threatened to attack foreigners attending what they have termed the "licentious conference."

In private meetings this weekend, U.S. officials urged nonaligned nations to accept compromise language drafted over the summer by the European Union, participants said. U.S. officials expressed optimism that the EU proposal would emerge as the vehicle for breaking the logjam over the draft because it enjoys support from a broad spectrum of countries, ranging from

See CAIRO, Page 4

## Chaos in Somalia Overwhelms Efforts to Build a Nation-State

By Keith B. Richburg  
Washington Post Service

MOGADISHU, Somalia — The three metal coffins, draped with the flags of India and the United Nations, were laid on the airport tarmac by stiff-legged pallbearers marching to mournful bagpipes. Inside were the remains of three Indian officers, blown apart by a grenade in Baidoa — the latest victims in the costliest, bloodiest and so far most futile United Nations exercise in global peacekeeping.

As the Indian anthem played and the coffins were ready for the flight, the three slain officers, all doctors, were posthumously awarded the UN service medal. According to the brief eulogy, the slain peacekeepers "helped in bringing stability and a sense of hope to Somalia."

It is difficult to see how.

After the deaths of more than 100 UN peacekeepers here — including 36 Americans — Somalia is as unstable and devoid of hope today as at any time since it collapsed into anarchy in January 1991.

Clan-based factions are rearming, kidnapping of foreigners is again commonplace, and peacekeepers are dying in record numbers. Just 10 days before the latest attack, seven Indian soldiers were killed in an ambush.

Somalia is no closer to forming a national government today than it was before the 1992 U.S.-led military intervention, before the elaborate UN attempts at nation-building, before marathon rounds of peace talks bogged down in ancient animosities. Billions of dollars have been spent — much of it by American taxpayers, who foot 30.4 percent of the UN peacekeeping bill — but Somalia is still so dangerous that the United States is closing its embassy this month and advising U.S. citizens to leave.

After more than a year and a half of trying to end famine and chaos through peace conferences, local councils and diplomatic pressure, many foreigners here have reached the conclusion that Somalia

See SOMALIA, Page 5

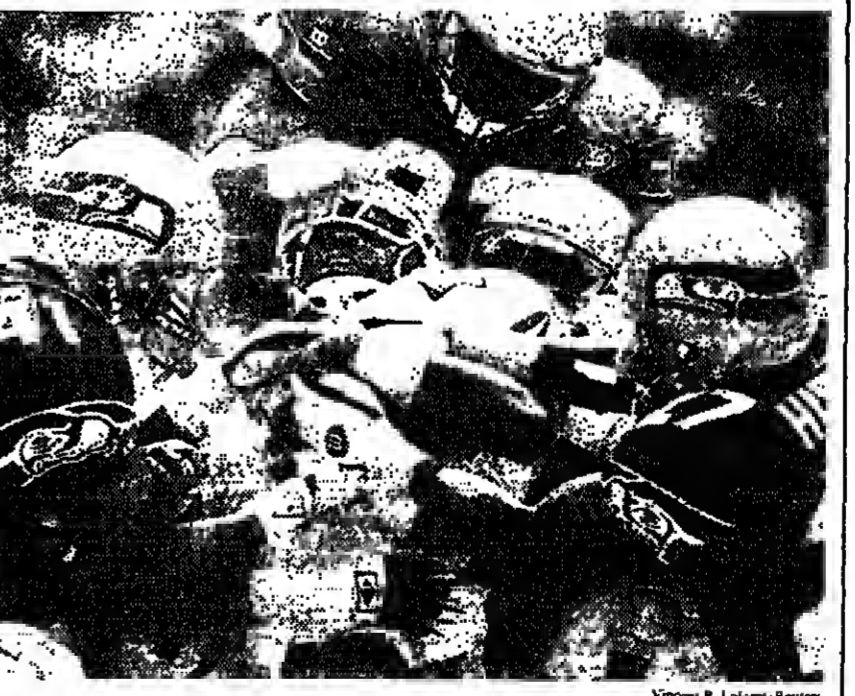
## Kiosk Israel Holds Officer in Arms Inquiry

JERUSALEM (AP) — The police have arrested an Israeli combat officer alleged to have tried to procure weapons for Jewish extremists in the West Bank to attack Arabs, Israeli radio reports said Sunday.

The officer, Lieutenant Oren Edri, 22, of Kiryat Arba, was detained Friday for questioning by secret service interrogators, the radio said. He was brought before a judge in Haifa on Sunday so that his detention could be extended. The judge forbade the publishing of further details of the case.

Lieutenant Edri's father, Yitzhak, told Israeli radio that his son had been arrested while seeking permission to leave the country for a vacation.

Book Review  
Bridge  
Page 4, Page 4.



HIGH-FLYING SEAHAWKS — Seattle's defense, mobbing the Washington Redskins' Reggie Brooks as Seattle won, 28-7, during the first weekend of regular season action in the National Football League. Page 19.

## Havana Wants U.S. to Accept All Comers

By Steven Greenhouse  
New York Times Service

NEW YORK — Cuba's chief negotiator in the immigration talks with the United States says the Clinton administration's offer to grant entry rights to at least 20,000 Cubans a year is inadequate. He suggested that this amount would be too small to stop Cubans from setting out in rafts for Florida.

Ricardo Alarcon, the negotiator, said in an interview that his government would like the United States to admit for a specific time, perhaps a year, all Cubans who have expressed interest in moving to the United States.

One way to measure this, he said, was the number of Cubans — 134,000 — who applied for travel visas to the United States last year.

According to Mr. Alarcon, letting in so

many people would defuse the pent-up pressures for illegal immigration by boat people.

During the first two rounds on Thursday and Friday, the administration presented an offer that would greatly expand the number of Cubans granted entry rights each year — to at least 20,000 — if President Fidel Castro promised to halt the flood of boat people.

Over the last 12 months, the United States granted visas to 2,700 Cubans, causing Havana to complain that this was far below the ceiling of 27,845 visas allowed under U.S. law.

[Cuba was expected to respond formally to the U.S. proposal on Sunday as the third round of negotiations began in New York, Reuters reported.]

[In an interview with CNN, Mr. Alarcon said he thought that "there is still a pretty long road to go before we can finalize a specific agreement.]

In an interview Saturday at the Cuban mission to the United Nations, Mr. Alarcon acknowledged that he had not put forward a definite number of how many Cubans Havana wants the United States to allow in each year.

Mr. Alarcon declined to predict when the talks would end, reiterating that they should address Washington's three-decade-old embargo against Cuba.

"I cannot be optimistic," he said. "To

find a real solution you have to deal with the causes of the emigration and that remains the economic embargo. The other side has refused to talk about the embargo."

Nonetheless, Mr. Alarcon, who is president of Cuba's National Assembly, did not rule out an agreement that did not address the embargo.

"I'd be prepared to accept something on immigration matters even if the economic

See CUBA, Page 4

## In Russia's North, a Hard Life Even Without the Gulag

By Margaret Shapiro  
Washington Post Service

SOLOVETSKY ISLAND, Russia — In the huge expanse of Russia, few places seem as remote as this windblown northern island in the White Sea, where the Gulf Stream ends and children wear wool hats all year round.

Yet, for centuries people have come here: medieval monks, who sought isolation and eventually built a walled, fairy-tale monastery; Bolshevik commissars, who made the island a prototype for all the brutal prison camps to come; the Soviet

Navy, which manned a vigilant outpost against the West; and now businessmen, who have filled the island's small grocery with jars of spaghetti sauce and Snickers bars.

Uniting them all have been the unimaginable difficulty of life near the Arctic Circle and a seemingly irrational determination to live here nonetheless.

This is an island, after all, with two seasons: winter (11 months) and mosquito (30 varieties). In the few weeks of relative warmth, when the thermometer climbs into the low 50s Fahrenheit (10-12 centi-

grade), the hardy residents of Solovetsky Island ceaselessly chop firewood for the coming winter. In December and January, the sun never rises; in July, it never sets.

"For many people this is a very hard life," acknowledged Mikhail Vervald, a shaggy-haired guide for the local historical museum, who left Moscow four years ago for the peace and isolation of Solovki, as the island is known. "I like it here."

The village that has sprouted here is a threadbare specimen, above which towers the still impressive though crumbling monastery. Most of Solovki's 1,300 residents

live in wooden houses or converted prison-camp barracks. The few streets in its center are not paved, and the ones in the outskirts are so dusty and rock-strewn that a ride over them on the island's rickety bus is a bone-jolting affair.

People have been living here since the 15th century, when two solitude-seeking monks sailed across the frigid White Sea and found exactly what they sought.

Soon it also became a place of political exile for those who displeased the czars.

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Newsstand Prices	
Andorra.....9.00 FF	Luxembourg 60 L Fr
Amstels.....11.20 FF	Morocco.....12 Dn
Comoros.....1.40 CFA	Qatar.....8.00 Rlns
Egypt.....9.00 CFA	Reunion.....11.20 FF
Gabon.....9.00 FF	Saudi Arabia.....9.00 R
Ghana.....950 CFA	Senegal.....950 CFA
Greece.....300 Dr.	Spain.....200 PTAS
Italy.....2,600 Lire	Tunisia.....1,000 Din
Ivory Coast.....1,120 CFA	Turkey.....T.L. 35,000
Jordan.....1 JD	U.A.E.....8.50 Dirh
Lebanon.....US\$1.50	U.S. Mil. (Eur.) \$1.10

## Q & A: Two Worlds Collide Over U.S. Abortion Issue

### Keeping the Procedure Available

Kate Michelman is president of the National Abortion and Reproductive Rights Action League, or NARAL, which seeks to keep abortion legally available. She spoke to Paul F. Horvitz of the International Herald Tribune before an international conference population begins this week in Cairo.

Q. Why does your organization exist?

A. It was founded in 1969 for the purpose of the repeal of the anti-abortion laws that were denying women access to safe, legal abortions and that were causing the deaths of women in back alleys.

In January, we expanded our mission to include work on policies that affect the full range of reproductive health issues, because we believe that reproductive health is primary health care for women and that abortion is only one of the many reproductive health services that women need and want. Our goal is a nation should be to make abortion less necessary, not more dangerous or difficult. We feel strongly that our responsibility is not only to ensure access to abortion for all women, regardless of their income, their age or their residence, but to ensure that preventive reproductive health services are primary. This includes family planning, birth control, prenatal care and sex education. Fewer pregnancies is the solution to fewer abortions.

We have a responsibility to provide some solutions to this controversy around abortion, to advance an alternative mission to those who would take away a woman's right to choose, who want to impose their moral and religious beliefs.

Q. When does life begin?

A. We believe that the question of when life begins is a very complicated question, one that has been discussed by

various religions since the beginning of time. There is no one answer. It is a religious and moral issue. NARAL does not have a position on when life begins. That's an individual, religious decision.

Q. Are you comfortable with the U.S. Supreme Court's decision under Roe versus Wade, which declared abortion legal but set certain limitations?

A. Roe versus Wade was a very careful balancing of the needs and rights of women to be able to make decisions free-

**'We believe the question of when life begins is very complicated. There is no one answer.'**

ly in the early stages of pregnancy with the need and right of the state to protect potential life in the later stages of pregnancy. In the first trimester, women are free to make decisions without state interference. In the later stages, Roe versus Wade does not allow abortion except when a woman's life or health is endangered. It is a very rare occurrence after 23 weeks of pregnancy for a woman to have an abortion in this country. By and large, Roe versus Wade works very well.

Q. Do you support the use of the abortion pill RU-486 in the United States?

A. Absolutely.

Q. What is your view of the recent killings of abortion doctors in Florida?

A. It's a horrific occurrence, and it constitutes domestic ter-

rorism. Do I think it's a set of isolated incidents? No. The killings and the murders are a product of a climate of hostility and terror and violence that has been at work for a decade or more where the anti-choice movement and its leaders have advanced rhetoric, such as calling doctors baby-killers, creating a climate of absolute intolerance.

Q. Do you see your opponents as having an underlying goal, such as anti-feminism or anti-secularism?

A. Many in the anti-choice movement really do fundamentally disagree about when life begins. Having said that, I also believe that underneath a lot of the anti-choice activity, there is a view of women that is hostile and refuses to accept that women, in order to have self-determination and dignity, absolutely must have control over their reproductive capacities. I do think there is some strain of anti-womanism. I don't think you can respect women wholly and deny them access to reproductive health and deny them the right to make reproductive choices. This isn't everyone in the anti-choice movement; it's underneath.

Q. What is the outlook for NARAL's success?

A. The most important goal is a resolution of this issue of who should decide about pregnancy, abortion and matters related to childbirth. I think the woman should decide. Another important goal is to make abortion less necessary. I think the outlook is a little bleak at the moment because you've got a lot of terror and violence, and I think that's going to continue. Long term, the American public is with us on the fact that the woman should make the decision and that the effort should be aimed at preventing pregnancy. I think the outlook is good over the long term.

## Trying to End 'Horrible Holocaust'

The Reverend Flip Benham, a Methodist minister, is national director of Operation Rescue, whose members oppose abortion by picketing outside clinics at which abortions are performed. He spoke to Paul F. Horvitz of the International Herald Tribune.

Q. Why does Operation Rescue exist?

A. Simply because abortion is murder. If we are going to say that it is murder with our mouths, we need to act like it with our lives. In the church of Jesus Christ, we are simply called to do exactly what Jesus did. He came to rescue us by laying his life down for us. So Operation Rescue is actually a living parable of God's love for these little baby boys and girls, as folks from all across the nation, cutting across all denominations, including Orthodox Jews, lay their lives down at abortion-mill doors and interpose on behalf of the children.

Right now God is speaking in big pictures so that our nation will begin to understand the horrible holocaust, the killing of over 32 million precious little baby boys and girls waiting to be born, and we must do something about it.

Finally, now, abortions are at their lowest level since 1979. There are fewer abortionists now willing to ply their evil trade and there are fewer abortion mills.

We know this: The president isn't going to change this problem, the Supreme Court isn't going to change this problem, nor is Congress going to legislate out abortion. It is up to the church of the living God to interpose and stand in the gap on behalf of these children.

Q. When does life begin?

A. At conception, all of the chromosomes are there. The color of his or her eyes, the color of her hair, the kind of

personality, how tall he or she will be, are already determined. So what we have is a living human being at conception.

When Jesus came to this Earth, when did the word of God become flesh? Of course, that was instantly at conception. When the Holy Spirit came upon Mary, all of the chromosomes were there.

Q. How do you respond to women who argue that they have a right to control their own bodies?

A. We agree with the right of a mother over her own body.

**'Women are not barnyard animals. Women actually can say no, and men actually can be responsible.'**

Does that mean that a woman has a right to sell her body into prostitution? Does she have a right to do drugs with her own body?

What we begin to understand in the Christian tradition is that it's not a matter of my body, my rights, my choice, my thing. It's a matter of it is not my body, I was bought with a price, and I am to lay my life down for others. It is my body, and I have a responsibility before my brothers and sisters to fulfill the purpose for which God made me.

Women don't have a constitutional right to kill like children simply because they are in their womb. They do have a right to choose before they get in bed. Women are not barnyard animals. Women actually can say no, and men actually can be responsible.

The crime in abortion is this: People say, "It's my

body, and because I'm bigger and stronger, I can kill the voiceless, choiceless, defenseless one in my womb because that's going to be an inconvenience to me." That is child sacrifice.

Q. What is your group's strategy for advancing your cause?

A. Since 1988, in the over 75,000 arrests that have taken place at Operation Rescue events, there has not been one convicted act of violence. We believe that as we lay our lives down, in defense of these children, and give moms an informed choice, that they'll begin to choose life. And once the heart of a mother is changed, the heart of a church is changed, the heart of the nation can be changed. When the heart of this nation is changed, our laws will begin to reflect that change.

Q. Is civil disobedience a worthwhile tool?

A. Christians are called to be biblically obedient, not civilly disobedient. If there is a child drowning in a swimming pool and around the pool is a fence and on the fence is a no-trespassing sign, and you are standing on the other side of that fence, you are responsible to break a lesser law and save the life of a child.

Q. Do your opponents have some underlying goal or do they simply disagree with you about when life begins?

A. What you find out is that there are two world views. What you have is just a profound disagreement with God's design.

Q. What is the outlook for the success of your movement?

A. We have absolutely no idea, because the battle has been going on since the Garden of Eden, the battle between two seeds: the seed of the serpent and the seed of the woman. How long the battle? Until the Lord takes us home.

## WORLD BRIEFS

### Stasi Chief's Trial to Get Under Way

FRANKFURT (AP) — Erich Mielke, chief of the former East German secret police, or Stasi, is the last of East Germany's top Communist officials to face trial for the shooting deaths of East Germans who tried to flee to the West during the Cold War.

The 86-year-old defendant, who was dropped from an earlier trial on the same charges for health reasons, faces six counts of manslaughter Monday in the Berlin state court. Although prosecutors say more than 300 people were victims of the East German leaders' shoot-to-kill orders while trying to escape, the indictment was trimmed to speed up the trial.

Once the second most powerful official in East Germany, Mr. Mielke is already serving a six-year term for murdering two policemen in Berlin in 1931. He was convicted in that case on Oct. 26, 1993.

### Carlos to Seek Dropping of Charges

PARIS (AFP) — Carlos's lawyers have said they will call for all charges against him to be dropped when the terrorist goes before court authorities Monday.

Mourad Oussedik, representing Carlos along with Jacques Vergès, said the two lawyers had also filed a suit for "kidnapping," "false imprisonment" and "denial of individual liberties" on behalf of their client. The suit, filed Friday, cited the manner of his arrest in Sudan and his transfer to France, Mr. Oussedik said.

Carlos was arrested by the Sudanese authorities in Khartoum on Aug. 13 and handed over to the French police, who flew him to Paris. He is to appear Monday before an examining magistrate, Judge Jean-Louis Bruguière.

### Italy Rejects Speedup on EU Policy

FRANKFURT (Bloomberg) — The Italian government has rejected German suggestions for a "hard core" of five European states to move faster toward political and monetary integration, the Frankfurter Allgemeine Sonntagszeitung reported.

"If this project represents the official position of the German governments, it would be unacceptable," said Foreign Minister Antonio Martino, the paper reported. Prime Minister Silvio Berlusconi said he was "surprised" at the proposal, which he claimed was in breach of the "spirit of the Maastricht Treaty."

Last week, Chancellor Helmut Kohl's Christian Democratic Party published its agenda for constitutional reform of the European Union, including limiting the veto rights of certain individual states on EU law.

### Chirac Indicates He'll Be a Candidate

BORDEAUX (Reuters) — Jacques Chirac has taken a step toward running for the French presidency in 1995 despite criticism the race was starting too early.

Mr. Chirac, the mayor of Paris and a former prime minister who heads the Gaullist Rally for the Republic (RPR), said in a speech Saturday that he was ready to use his "passion" in what he called the coming "grand national debate."

Many of his audience in Bordeaux, from the youth section of the party, took it as an implicit promise to run in the election next May. Industry Minister Gérard Longuet had noted that Prime Minister Edouard Balladur, also of the Rally for the Republic and likely to be the main conservative rival to Mr. Chirac for the presidency, had asked ministers not to discuss the election until next year.

### France Holds 11 Muslims as Suspects

PARIS (AFP) — Eleven Islamic fundamentalists were in custody in France on Sunday, suspected of supporting armed extremist organizations, notably in Algeria, judicial sources said.

French police have questioned about 30 people in four days in an attempt to break up fundamentalist networks thought to be supporting armed extremist movements. Judge Jean-Louis Bruguière must decide Monday whether to charge the 11 suspects.

The nationwide sweep was begun shortly after 20 alleged supporters of Algeria's outlawed Islamic Salvation Front were deported from France to Burkina Faso on Wednesday.

### 2 Killed in Rocket Attacks on Kabul

ISLAMABAD, Pakistan (Reuters) — Two people were killed and 23 wounded in overnight rocket attacks on Kabul, government-controlled Kabul radio said on Sunday.

The broadcast, monitored in Islamabad, said forces loyal to Prime Minister Gulbuddin Hekmatyar and his ally, a northern warlord, General Abdul Rashid Dostum, had fired 65 rockets into Kabul.

Both sides claimed they had inflicted heavy losses in more fighting in Logar Province, about 60 kilometers (37 miles) south of Kabul. No independent account of the clashes was available.

## TRAVEL UPDATE

### A Big-Time Vacation Season in U.S.

NEW YORK (NYT) — Spurred by low air fares, economic confidence and the unshakable lure of the road, Americans are traveling this summer as never before. Preliminary figures strongly suggest that the number of summer vacationers will set a record.

Even the long-beset airline industry, spurred by a record 89 million passengers in June and July, is headed toward its busiest year ever. And the nation's hotels and motels are reporting their highest occupancy rates since at least the early 1980s.

"For the first time in a long time, you didn't hear that big, loud snap of pocketbooks and wallets being slammed shut," said Jerry Cheske, a spokesman for the Automobile Association of America. "This summer people were spending again."

The first visitors to Japan's new Kansai International Airport in Osaka were surprised by the spectacular terminal building, colorful opening events and, most of all, the high taxes and prices to use its facilities. The passenger tax at the airport, which opened for business on Sunday, is 2,600 yen (\$26).

Lured by higher tax-free salaries, 28 pilots have quit India's state-run airline, Air-India, to join private air taxi firms in a move that could force the domestic carrier to curtail its flights. (AP)

Sabena Belgian World Airlines reported that over the weekend it made the first commercial flight to the Rwandan capital, Kigali, since the death of the president in April, which was followed by a catastrophic civil war. (Reuters)

### This Week's Holidays

Banking and government offices will be closed or services curtailed in the following countries and their dependencies this week because of national and religious holidays:

MONDAY: Bermuda, Canada, Luxembourg, Puerto Rico, United States.

TUESDAY: Israel, Pakistan, Swaziland.

WEDNESDAY: Brazil, Israel, Mozambique.

THURSDAY: Afghanistan, Andorra, Liechtenstein, Malta, Rwanda.

FRIDAY: Tajikistan.

SATURDAY: Belize, Mauritius.

Sources: J.P. Morgan, Reuters.

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## Schmidt Takes a Shot at Kohl

After 12 Years, Socialist Ex-Leader Assails His Successor

Compiled by Our Staff From Dispatches

DORTMUND, Germany — Former Chancellor Helmut Schmidt, entering the political fray for the first time since he was defeated in 1982, opened the Social Democrat Party's election campaign Sunday with a bitter attack on Chancellor Helmut Kohl's policies.

The 75-year-old Mr. Schmidt, highly respected but only a marginal figure in the party since his defeat, is putting his weight behind the bid of the Social Democrat leader, Rudolf Scharping, to defeat Mr. Kohl. "The man has become unsure of himself," Mr. Schmidt told more than 40,000 cheering supporters at the Westphalia soccer stadium here in the industrial Ruhr Valley at the opening of the center-left party's election campaign.

"At the start of the summer he only wanted to be chancellor for another two years, now it's four," he added. "His goal is simply to keep power for himself. No less than power and not much more."

"Helmut Kohl's deeds are clearly visible," Mr. Schmidt said. "On the one hand, German unification. On the other hand, the economic crisis of unification, record unemployment, record bankruptcies, the two-fold record of the highest state debt and the highest tax burden, record crime."

Germany is to hold a general election on Oct. 16, with the

Social Democrats hoping to end 12 years in the opposition. (AP, Reuters)

### Kohl Disputes Gorbachev

Mr. Kohl said Sunday that the Soviet Union had made acceptance of Communist land seizures a condition for German reunification, contradicting remarks by the former Soviet leader, Mikhail S. Gorbachev, Reuters reported from Bonn.

Mr. Gorbachev has caused confusion in Germany — and revived the hopes of former owners of confiscated land — by denying that Moscow gave approval to reunification in 1990 only after Bonn accepted the postwar land seizures.

## Swedish Poll Shows Socialists Slipping in Election Challenge

The Associated Press

STOCKHOLM — The Social Democrats, seeking to oust Sweden's center-right government, are slipping in popularity for the first time since 1991.

Many voters are furious at Mr. Bildt for making cuts in Sweden's welfare programs. The poll, conducted by the private research institute SIFO, showed the four parties in Mr. Bildt's government did not benefit from Social Democratic vote losses. Instead, the small Greens environmentalist party and the formerly Communist Left Party appear to stand a good chance of rallying and gain mandates in the 351-seat Parliament.

Such a scenario, indicating Sweden would not get a majority government, could cause further repercussions in the financial markets, economists warned. Sweden is grappling with a huge national debt and growing distrust among international investors.

Mr. Carlsson is seeking to capitalize on frustration with

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## THE AMERICAS



THE EARS HAVE IT — Hillary Rodham Clinton seeking the attention of Christine Hayes Grillo on Martha's Vineyard before the beginning of a presidential speech.

## POLITICAL NOTES

## Clinton Hits 40%, a Poll Low

WASHINGTON — President Bill Clinton's approval rating with Americans has fallen to 40 percent, the lowest for him and for any president at this point in his term in four decades, according to a Time Magazine-CNN poll.

His disapproval rating rose to 52 percent in the poll, the highest of his presidency. The remaining 8 percent had no opinion.

The poll of 800 American adults was taken between Aug. 31 and Sept. 1 and had a margin of error of plus or minus 3.5 percent. It was taken while Mr. Clinton was on vacation in Massachusetts and just after he had scored a major legislative victory with Congress's approval of his anti-crime bill.

The poll's highest approval rating for Mr. Clinton since he became president 20 months ago was 54 percent this January. His previous low point was a 50 percent disapproval rating in June 1993.

## Ball's in Rostenkowski's Court

WASHINGTON — The Justice Department has rejected Representative Dan Rostenkowski's claim that federal corruption charges against him were unconstitutional and should be dismissed.

Mr. Rostenkowski, an Illinois Democrat and one of the most powerful members of Congress, asked District Judge Norma Holloway Johnson last month to dismiss the May 31 indictment, arguing it violated the constitutional separation of powers giving Congress power to make and enforce its own rules.

But federal prosecutors said that the 17-count indictment against Mr. Rostenkowski was proper. The question, they said, is not about constitutional principle but whether Mr. Rostenkowski stole money, a question

not of separation of powers but of "common decency."

The prosecutors cited Supreme Court cases backing up their argument and challenged Mr. Rostenkowski to reply.

Mr. Rostenkowski, 66, has denied all charges and is running for re-election in November.

## Help for U.S. Voters Abroad

WASHINGTON — Free courier service will help Americans abroad cast absentee election ballots in November. The service will be operated by DHL Worldwide Express, which has 1,500 offices throughout the world, and the Federated League of Americans Around the Globe, or FLAAG.

An estimated 3 million civilian Americans who are potential voters will be outside the United States on Nov. 8, Election Day. To vote, they have to be officially registered in their home districts and return their absentee ballots back to those districts in time.

Voters were asked to bring Federal Post Card Application forms to the nearest DHL office before Sept. 16. DHL will accept completed ballots until Nov. 1. It said it would carry the completed ballots to the United States and deposit them with the U.S. Postal Service for forwarding.

FLAAG said thousands of voters took advantage of a similar offer in 1992, when it was first made.

## Quote/Unquote

Senator Bill Bradley, Democrat of New Jersey, arguing that Mr. Clinton had tried to do too much too quickly on health care. "You can't do massive changes like that in one and a half years. It took four and a half years to get tax reform, six years to pass the crime bill; eight years to pass banking reforms and four years to pass a clean-water bill." (NYT)

## Democrats on Defensive as Fall Races Heat Up

By Richard L. Berke

New York Times Service

WASHINGTON — At the traditional opening of the fall election campaigns over America's Labor Day weekend, politicians of both major parties agree that the prospects for Democrats at all levels are bleak.

The Democrats held high hopes earlier this year that they could boost the voters of a major overhaul in the health care system and maybe even the welfare system. At the very least, they thought, they would be able to point to an economy on the mend.

But two months before election day, health care is stuck in congressional gridlock, welfare restructuring is still a dream and voters are in no mood to give Democrats more than grudging credit for the stronger economy.

That has left Democratic incumbents clinging to the passage of a crime bill as their only evidence of late that a Democratic majority in Congress can accomplish something of lasting significance. As a result, they can do little but portray the Republicans as obstructionists.

The Republicans, who would have had an upper hand anyway because the president's party usually suffers in a midterm election, now see the Democratic problems as their best opportunity in decades to make gains.

The stakes are high. Although no leading analysts have predicted that the Republicans will gain the 7 seats necessary to win back the Senate or the 40 seats needed to take control of the House after four decades of Democratic control, they acknowledge that shifts of such magnitude are not inconceivable.

Even if the Democrats retain control of both houses, heavy Democratic losses would dramatically affect President Bill Clinton's ability to govern in the second half of his term. Despite the Democratic majorities he enjoyed in the first half, he has been unable to win backing for his centerpiece health care plan and barely marshaled enough votes to win passage of his crime and budget proposals.

Republicans also have high hopes in the races for governor, where the Democrats, who hold 21 of the 36 seats at stake, are again on the defensive.

Things are so unsettled that Democratic stalwarts like Governor Mario Cuomo of New York; Representative Thomas S. Foley of Washington, the House speaker; and Senator Edward M. Kennedy of Massachusetts face the toughest races of their careers.

Senator John Glenn of Ohio said that at a recent private luncheon many of his Democratic colleagues were in such despair — some fretted that they would in

fact lose control of the Senate — that he wound up scolding them.

"When everybody gets their moods so down in the dumps, then I think some of the doom and gloom may become self-fulfilling — that's what I commented on," said Mr. Glenn, who is not up for re-election this year.

Beyond the many crucial races that could go either way, the Nov. 8 election promises answers to other important political questions:

Just how powerful have religious conservatives become at the ballot box?

Will the voters who chose Ross Perot in 1992 side with one party or another this time? Will they affect the outcome of races?

Will any of the independent candidates for governor who are waging vigorous races in at least five states change the outcome, or even win?

Will the election produce a leading contender for the 1996 Republican presidential nomination, perhaps Governor Pete Wilson of California or Governor William F. Weld of Massachusetts?

Some races are bound to draw attention during the final nine-week sprint of campaigning as particularly spirited clashes.

Will Senator Charles S. Robb of Virginia, a Democrat whose first term was

been marred by personal scandal, survive challenges from the Republican nominee, Oliver L. North, and an independent bid by his longtime rival, former Governor L. Douglas Wilder?

Will the sons of former President George Bush win races for governor in Texas and Florida?

Will Kathleen Brown, a Democrat, unseat Mr. Wilson in California and follow her father and brother to the statehouse?

The unsettled political environment has already affected the intensity with which campaigns are being waged.

Candidates are putting television commercials on the air earlier than in past years, and they are stockpiling more money.

House and Senate candidates had raised \$388 million by the end of June, compared with \$369 million at the corresponding point in 1990, according to the Federal Election Commission.

"The difference between this year and two years ago is like day and night," said Representative Jon L. Kyl, an Arizona Republican who is running for the Senate.

"The malaise in the Republican Party two years ago was palpable," he said. "The encouragement this year, by contrast, is equally palpable."

## U.S. Readies Invasion, Surer Than Ever That Haiti Junta Won't Quit

By Eric Schmitt

New York Times Service

WASHINGTON — As the United States moves down its checklist of military and diplomatic preparations for a possible invasion of Haiti, senior Clinton administration officials have concluded that the Haitian junta will not be scared into leaving by tough talk and economic sanctions.

Since spring, U.S. policy toward Haiti has been driven as much by the hope that preparations for military action would persuade the ruling generals to step down as by the actual need to plan an invasion to restore the exiled president, the Reverend Jean-Bertrand Aristide.

But administration officials are more pessimistic than ever about avoiding an invasion, especially after a week in which a Roman Catholic priest and close ally of Father Aristide was murdered, the junta refused to arrange a meeting with UN envoys and U.S. officials made their toughest warnings to date.

"We have to plan for the fact they're not going to respond and they're not going to leave," one senior State Department official said.

[Vice President Al Gore kept up the drumbeat on Sunday, saying the ruling junta would have to go, "one way or another," Agence France-Presse reported.]

[Mr. Gore said in a broadcast interview from Cairo that an invasion "is not inevitable if the illegal dictatorship decides to comply with the world community's wishes" and step down. But he added: "We've made it clear that the regime there illegally in power is going to leave one way or another."]

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In a sense, the amplified threats by senior administration officials last week merely restated Washington's position that the junta must go. A final decision to invade rests with President Bill Clinton.

But a growing number of officials in the Pentagon, State Department, White House and intelligence agencies concede that recent events have produced a momentum that will not very likely be stopped. Most U.S. officials involved estimate that an invasion is most likely to take place in early October.

Deputy Secretary of State Strobe Talbott said last week that options other than invasion were nearly exhausted. Deputy Defense Secretary John M. Deutch said, "The multinational force is going to Haiti."

Earlier last week, a navy patrol boat zoomed across the edge of Port-au-Prince harbor and navy P-3 surveillance planes hovered off shore.

"We're about as committed as we can be without actually being on the ground," another administration official said.

While there have been differences between the White House, Pentagon and State Department about aspects of policy, agreement on the junta's resolve not to leave is widespread.

The U.S. intelligence community, including the CIA, the Defense Intelligence Agency and the State Department's intelligence branch, first concluded more than a year ago that sanctions and threats probably would not hudge the Haitian dictators, officials said.

But to gain public support for a possible invasion, and in the hope of that it somehow could be avoided altogether, the administration felt compelled to exhaust all other alternatives. In doing so, the White House followed the model set by the Bush administration leading up to the Gulf war.

## A Bush's 'Life of Privilege'

Ex-First Lady's Memoir Lets Loose a Partisan Edge

By Donnie Radcliffe

Washington Post Service

WASHINGTON — With no help from her dog Millie (she says), Barbara Bush has written her biography.

More than a half-million copies of "Barbara Bush: A Memoir" quietly appeared in bookstores around the United States last week, reflecting Scribner's expectations that it will outdo "Millie's Book," the 1990 best-seller dictated by the Bush family pooch to Barbara Bush (she says) when she was First Lady.

Though there are few surprises, "A Memoir" is a lively and partisan recollection of "a life of privilege" — most of it spent in George Bush's shadow — throughout the nearly 50 years of their peripatetic marriage.

Through all her years of campaigning, the "toughest issue" for her was abortion, she writes. "Everyone, it seemed, tried to make me say bow I felt about the issue, hoping to catch me disagreeing with George. I honestly felt, and still feel, the elected person's opinion is the one the public has the right to know." She does acknowledge, however, that personally she is pro-choice.

At another point, she expresses doubts about Anita Hill's veracity during hearings on the Supreme Court nomination of Clarence

Thomas. "The question is," she says she wrote in her diary on Oct. 11, 1991, "is this woman telling the truth? It is Clarence's word against Anita Hill's. I do not mean to sit in judgment, but I will never believe that she, a Yale Law School graduate, a woman of the '80s, would put up with harassment for one moment, much less follow the harasser from job to job."

Anecdotal, funny and punctuated with occasional pointed comments, the book is the chronicle of a public life during some of America's most troubling crises and of a private life as recorded in a diary for more than 30 years.

"It will come as no surprise that I felt a lesser man by far had won the election," she writes of Bill Clinton in the prologue, setting the record straight about how she took her husband's defeat.

Of Hillary Rodham Clinton, Mrs. Bush writes she "is certainly very much a part of her husband's decision-making process."

"She seems much the stronger of the two. Does it make him seem weaker? I am afraid that when problems or controversy occur, and they will, the finger will be pointed at Hillary. I am not saying this is right or wrong. It just occurs to me that the American people also are going through an adjustment."

## Quebec Court Rejects U.S. Extradition Bid

By Anne Swardson

Washington Post Service

MONTREAL — A Quebec court has applied the human rights provisions of the Canadian Constitution to an accused American drug trafficker, ruling that he should not be extradited because of the stiff sentence he would face.

The case, believed to be the first of its kind, has raised fears that a wave of U.S. fugitives will flood Canada. Normally, those who escape to Canada are returned to U.S. authorities. In a few cases in recent years, Canadian courts have declined to immediately extradite accused murderers who might face the death penalty, a sentence Canada abolished 18 years ago. All eventually were extradited.

But this case raises judicial

concerns about stiff minimum sentences south of the border and highlights the more lenient approach in Canada, a country with far less crime than the United States.

"It is my view that a majority of reasonably well-informed Canadians would consider that appellant faces a situation in Michigan that shocks the conscience and is simply unacceptable," Judge Morris J. Fish of the Quebec Court of Appeal wrote in a majority opinion allowing Daniel Jamieson, 34, to avoid extradition. He would face a 20-year minimum sentence in the United States.

The Supreme Court of Canada, responding to a request from prosecutors, temporarily suspended the judgment just after it was issued, so Mr. Jamieson, remains in a Montreal jail.

The judgment will remain suspended until the high court considers the case and issues a ruling, which could take a year.

"Is this country to become a haven for fugitives from justice in the United States?" asked the Montreal Gazette in an editorial. "How would Canadians feel if some U.S. judges, appalled by Canada's relatively severe gun-control law, refused to extradite gun-runners to this country?"

Mr. Jamieson was arrested in 1986 for selling 273 grams of a cocaine-containing substance to an undercover policeman in Farmington, Michigan, for \$20,000. It was his first alleged offense. He escaped in 1987 after his preliminary hearing but in 1990 was arrested in Montreal, where he was working as a doorman in a bar.

Various appeals to avoid extradition were denied. In 1992, the matter was referred to Kim Campbell, then justice minister and later briefly prime minister. She studied the record and met with Mr. Jamieson's lawyer. Her decision was to surrender him to U.S. officials.

The issue was not that Canada's drug penalties were more lenient, though they are. Mr. Jamieson would have gotten a maximum of five years had he been convicted of his offense in Canada and would have been eligible for parole in less than two. The issue was whether Michigan's 20-year minimum sentence, the toughest of its kind in the United States, so "shocked the Canadian sensibility" that to send him back to face it would violate his rights under Canada's Charter of Rights and Freedoms.

Essentially, Judge Fish found that it would. In his decision, he found that the Michigan laws were so harsh they would "violate the Canadian sense of what is fair, right and just." Even the dissenting judge in the 2 to 1 decision noted that the Michigan law "reflects an oppressive philosophy."

## Away From Politics

● The District of Columbia's 164 public schools may open a week or more late unless a city judge decides that 65 school buildings have corrected fire code violations, the school board president said. The fall semester is scheduled to begin Wednesday.

● The emergency room attendants in a Los Angeles area hospital who fell ill last February while treating a dying cancer patient because of so-called "mystery fumes" probably succumbed to mass hysteria, the California Department of Health Services concluded.

● A child custody nightmare for a California woman ended when London authorities arrested her former husband for taking their young son to Iraq and demanding that she join them. Haitham Khalid Nasseri, 33, was captured at Heathrow Airport in a sting operation organized by Scotland Yard and the FBI. Mother and child were expected to return to Southern California on Tuesday.

● Two teenage brothers accused of killing an 11-year-old murder suspect in Chicago were awarded winning

students whose violent temper and gang involvement got in the way of their talent, a school coach said. Cragg Hardaway, 16, and Derrick Hardaway, 14, were charged with first-degree murder for the execution-style shooting of a fellow gang member, Robert Sandifer.

● A 13-year-old with a stolen gun shot and killed an 11-year-old who refused to apologize during an argument. Jacob Tracy, of High Bridge, New Jersey, was sitting in his

bedroom when he was shot once in the chest at point-blank range by the youth, who was not identified. The teenager was charged with first-degree murder.

● An 11-year-old boy was charged with murder for allegedly slitting the throat of Anna Gilvis, an 84-year-old widow, during a robbery in Chicago last year. Police said the boy, who was not identified because of his age, confessed to the crime in an interview.

## Herald Tribune

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## Africa Facing Life on Its Own

### Historic Changes Help Curb World's Concern

By Thomas Lippman

Washington Post Service

WASHINGTON — When Nelson Mandela was sworn in as president of South Africa in May, the last of the three great conflicts that have shaped the modern history of Africa came to an end.

Apartheid was vanquished. The struggle against colonialism ended when Djibouti won independence from France in 1977 and British-controlled Rhodesia became independent Zimbabwe in 1980. The end of the Cold War also put an end to the proxy conflicts between Moscow and Washington that ravaged the continent. Angola's war continues, but it is no longer a contest between Moscow and Washington.

These historic developments ought to have been unrelieved good news for sub-Saharan Africa. But in many countries, what loomed as an era of promise dissolved into one of drift and disorder as Africa was increasingly left to its own devices. Except for televised disasters, and triumphs like Mr. Mandela's inauguration, Africa largely disappeared from the agenda of the major powers.

With its limited economic clout and endemic corruption, and without the moral imperative of the movement against apartheid, Africa no longer commands the same level of international concern as it did when rivals elsewhere needed African votes in the United Nations. Now mostly on its own, Africa has entered another period of struggle, perhaps more brutal than the first three: order against chaos.

In the gloomiest forecasts, the disintegrations of Somalia, Rwanda, Liberia and Sudan project Africa's future, with the centrifugal forces in many countries compounded by international indifference.

"Africa is left adrift at a time of economic crisis, perpetuating its sense of marginalization, frustration and anger over its seeming abandonment," scholars John W. Harbeson and Donald Rothchild wrote in "Africa in World Politics."

"The picture that emerged at the end of the 1980s was one of increasing African peripheralization," they wrote. "The explanation for this phenomenon varied, but it included the end of the Cold War, the industrialized countries' disillusionment with the economic and political performance of the African states, and the growing preoccupation of the developed countries with their own economic problems."

The CIA demonstrated this point in June when it floated a plan to close 15 stations in Africa to save money. "We have never been in Africa to report on Africa," a CIA official said. "We went into Africa as part of the covert activity of the Cold War." It was easier there, he explained, to recruit Cuban and East European agents.

The British international relief agency Oxfam, in a report last year, complained that the industrialized nations, "preoccupied with more 'strategic' concerns elsewhere" have allowed Africa, the world's most impoverished region, to become increasingly marginalized.

In a speech last May, James Gustave Speth, director of the UN Development Program, argued that it was in the developed nations' self-interest to help Africa. If they did not, he said, disease, poverty and environmental degradation in Africa will ensure that "our own shores" will be affected by "illegal aliens, refugees, drugs,

crime" and other problems from Africa. But he also noted that most nations' attention is focused elsewhere.

Russia, once a looming military presence in the Horn of Africa and patron of leftist regimes from Ethiopia to Mozambique, has all but withdrawn from Africa. The United States, which was heavily engaged in Africa as a counterweight to the Soviets, has "no strategic interests in Africa," according to Pentagon doctrine. Among industrialized nations, the United States ranks last in percentage of gross national product devoted to African aid.

Except for diplomatic involvement, Britain, Belgium and Portugal mostly disappeared from Africa when they gave up their colonies. Japanese investment is minimal. Among the major powers, only France remains actively committed in Africa, with troops in seven countries, extensive economic and political ties and effective control of the currency of its former colonies in West Africa.

U.S. policymakers and some independent analysts say South Africa is capable of vigorous economic growth that will also contribute to the development of its neighbors. But "whereas South Africa and the southern African region increasingly command our attention for both economic and political reasons, much of the rest of the continent is becoming more marginal in terms of U.S. national interest priorities," said Walter H. Kansteiner, White House Africa policy director in the Bush administration.

Western thinking about sub-Saharan Africa appears generally divided along the lines of optimism versus pessimism.

The optimists see a new generation of realistic African leaders adopting economic and political reforms that could lead to peace and prosperity. They also see indigenous peace and human rights movements increasingly asserting themselves and putting pressure on leaders to abandon repressive policies.

The pessimists see an accelerating slide into the chaos and anarchy tearing apart Somalia, Rwanda, Sudan, Liberia and Angola. In both views, what happens to Africa in the coming decade is largely up to the Africans, not to foreign powers.

The most pessimistic prospect was offered by Robert D. Kaplan in an apocalyptic article in the Atlantic Monthly, "The Coming Anarchy."

According to Mr. Kaplan, overpopulation, crime, corruption and the ready availability of weapons will doom virtually all of West Africa to lapse into anarchy.

Envisioning a lawless era in which the writ of government will not extend to the interior, he said, Africa "faces cataclysms that could make the Ethiopian and Somali famines pale in comparison."

Optimists about Africa said in interviews that it was necessary to distinguish between failed states such as Somalia and old-fashioned African "big man" dictatorships such as Togo on the one hand and the more open, stable countries with new pragmatic rulers on the other. This list includes Benin, Eritrea, Mali, Zambia and Uganda as well as South Africa.

Africans "want the same things everybody else wants," said Vivian Lowery Derryck, president of the African American Institute in New York, and they are throwing their support to leaders and movements that hold the promise of delivering.



**TAKING REFUGE** — A Rwandan woman and her children registering at a recently opened UN refugee camp at Kahindo, north of Goma, in Zaire. Officials say that the new camp is better equipped with water, roads and a hospital.

## SOMALIA: Chaos Defeats Efforts at Building a State

Continued from Page 1

is likely to remain a country without a government for a long time.

"If you really believe in the principle of self-determination, then they have the right not to have a government," said Daniel Simpson, the U.S. ambassador. "If they don't want to have a nation-state, that's their right."

"There's no more Somalia," he added. "Somalia's gone. You can call the place where the Somali people live 'Somalia,' but Somalia as a state disappeared in 1991." What is likely to emerge now, he said, "will look pretty much like the 19th-century Somali coast when the colonialists came," a collection of city-states and trading posts along the coast and some sultanates in the interior.

The fragmentation is already well advanced, even here in the capital. The city's deep-water port, chief entry point for international aid, has again become a focus of looting and banditry. Streets around the port are ruled by armed gangs who hijack relief agency trucks at will, even when they have military escorts.

Mogadishu today resembles the crazed and chaotic city it was before the U.S. interven-

tion, when armed militiamen roamed the streets and foreign aid workers had to hire their own gun-toting thugs to protect them. The only difference now is the presence of more than 18,000 UN troops, most of them in the capital and mostly performing "force protection" roles — meaning they are busy securing their own safety.

There are also hundreds of civilians working with the UN aid operation here, which seems to have become a self-perpetuating bureaucracy. Most of the civilian workers appear to be biding their time in the safety of the UN compound while waiting for the Security Council to pull the plug on a mission that costs \$2 million a day.

In any case, the operation is scheduled to shut down by next March. Even though most aid workers here expect the end to come sooner rather than later, the UN bureaucracy continues to grow. The political section, for example, has about 50 employees, but political officers say their only real job is to "facilitate" peace talks among the Somali factions. This amounts to providing meeting space and meals for Somali negotiators, and, when they meet in neighboring Kenya or elsewhere, to paying their hotel bills.

The final withdrawal, whenever it comes, will mean the elimination of UN-created employment and support for thousands of Somalis under one of the world's costliest public jobs projects. "What you've got here is one of the biggest welfare programs around," said John Kilkenny of the Irish charity Concern. "It's not only a welfare state, but welfare in the absence of a state."

In 1992, Somalia was gripped by a cycle of famine and civil war that claimed hundreds of thousands of lives; today, there is no starvation, and farmers have even begun to accumulate surpluses. There is little doubt that intervention saved countless lives, but the mission turned sour when its goal shifted from feeding people to trying to rebuild a Somali state.

Mr. Kilkenny, among others, agrees that ambitious notions of rebuilding the state were probably far-fetched. "If you're going to rehabilitate it, don't bring all your false, Western notions about grass-roots, representative democracy," he said. "That wasn't here before. It was an attempt at nation-building, but along somebody else's model. It was very, very unrealistic."

## Oil Unions In Nigeria Weigh End To Strike

Reuters

LAGOS — The leaders of Nigeria's striking oil unions were divided Sunday on whether a two-month-old walkout in support of Moshood K.O. Abiola's presidential claims had been suspended.

"There is a meeting tomorrow to decide whether or not to suspend the strike and until then it is wrong for anyone to say the strike has been suspended," said Milton Dabibi, secretary-general of the white collar oil union Pengassan.

Earlier, the union's spokesman, Arthur Onoviran, said executives of both Pengassan and its blue collar partner, Nupeng, who were dismissed in mid-August by the military ruler, General Sani Abacha, met for seven hours on Saturday and decided to suspend the strike.

Oil workers have been on strike since July 4 to force the government to free Mr. Abiola, the wealthy businessman widely believed to have won last year's annulled election. He is currently on trial for treason for proclaiming himself president.

"We are still saying the government should release Abiola and all political detainees, including our own members, so as to allow for dialogue," Mr. Onoviran said.

Some union members have already resumed work in the wake of a broadcast by General Abacha last month dismissing the union leaders and ordering the rank and file members to go back to their jobs.

The contradictory claims appeared to be part of a split among union executives over whether or not to press ahead with a stoppage which in terms of impact has started to wane.

At the height of the strike, long lines were visible in many Nigerian cities as the strike disrupted fuel supplies. The lines have gradually disappeared as fuel supplies improved.

Nigeria has been in crisis since the election was annulled, a crisis that appears increasingly to pit Mr. Abiola's Yoruba ethnic group against the north, which has ruled Nigeria for most of the time since independence in 1960.

## At Least 17 Die In Clan Clashes

Reuters

MOGADISHU, Somalia — At least 17 people were killed and an unknown number wounded in clashes between rival Somali clans, United Nations officials said Sunday.

A woman and a child caught in crossfire were among 10 dead in fighting in the southwestern town of Baidoa on Friday.

In the southern port of Kismayu on Saturday, seven members of the Habre Gedir clan were killed when members of the Luway clan tried to steal a truck.

In another incident at Merka, south of Mogadishu, on Saturday, bandits raided a school, detonated an explosive device and stole money and equipment.

UN officials said the raid was apparently an attempt by Muslim extremists to destroy the school, which is administered by Italian Christian missionaries.

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# Herald Tribune

PUBLISHED WITH THE NEW YORK TIMES AND THE WASHINGTON POST

## Haiti Isn't a U.S. Colony

Unwisely, the Clinton administration is sliding slowly toward an invasion of Haiti. It has put itself in an awkward position. Some time ago it began making hints about an invasion in the hope that the mere threat would spook the Haitian generals and induce them to flee. Instead the generals seem to have dug in — with rising numbers of murders and brutalities committed by their followers for the purpose of terrifying and silencing any political opposition. Now the United States has said too much to be able to back off. Unless there is a sudden change of heart among the Haitian generals, the Clinton administration will have to carry out its threat and invade.

Last week Deputy Secretary of State Strobe Talbott and his counterpart from the Defense Department, John Deutch, went to Jamaica to meet Caribbean leaders and recruit their support. They came away with pledges of 266 troops. As an indicator of enthusiasm, that score is somewhere around C-plus. It means that the invasion force will be 10,266 — 10,000 American troops and the rest from the Caribbean countries. But the 266 would serve, their governments say, as military police rather than as combat troops, which is to say that they will be assigned the dangerous and difficult part of the mission. To land in Haiti ought to

be easy. It is what comes afterward, the day-to-day effort to hold down violence in a land where there are now many scores to be settled, that will be hard.

The Clinton administration is moving toward a position that can only be described as colonialism. It is being done with the best of intentions, but the United States is making itself the arbiter and administrator of acceptable political conduct in another country. If it invades Haiti, it will shortly find itself refereeing the tangled quarrels there over what is constitutional and what is not. In a country with no tradition of independent judges, it will find itself having to set up local courts and supervise them simply to make routine police enforcement possible. It will have to get to work rebuilding an economy that, impoverished to begin with, the American-led embargo has largely demolished.

The United States, in short, will be doing on a smaller scale what colonialists were doing around the world a century ago. The justification will be that it is ending interminable bloodshed, introducing the rule of law and providing better lives for its "subjects." That is what the rationale has always been. But it is the wrong role for the United States in these last years of the 20th century.

— THE WASHINGTON POST

## Republican Partisanship

In the era of gridlock, there is a new Labor Day vacation ritual. Whenever members of Congress go home to face the public, they raise a mighty, nostalgic hymn to the vanished era of bipartisanship. It goes something like this. Back in the halcyon days of Ike and L.B.J., each side fought its corner hard and fair. Then, when the hour was late and the need was great, a critical centrist majority would come together to vote for the "good of the country." Congressional back-benchers have always had a natural affinity for bipartisanship. Many a mediocre career was sustained on platitudinous runarounds about politics "stopping at the water's edge" and "putting the needs of the people above party loyalty."

In fact, bipartisanship has waxed and waned. Many grass-roots Republicans had their fill of it during the days when Everett Dirksen, Charlie Halleck and Gerald Ford led their party's pliant minority on Capitol Hill. In a wise analysis last week, R.W. Apple Jr. of the New York Times cited the Taft-Eisenhower nomination battle of 1952 as a defining contest between cooperation and die-in-the-trenches Republicans. Senator Bob Dole was described as being at a fork between these two paths. Is there any doubt where his instincts will take him? Bobby Rowan, a colorful Georgia politician, used to talk about stump orators who "know how to carry a pocketknife." That is Mr. Dole right down to the ground.

But even if he did not relish a good fight, Mr. Dole would have no choice. No cooperationist Republican is going to win the party's nomination in 1996, and with the retirement of the affable Representative Boh Michel, muscular partisanship will not be a disqualifying flaw for congressional leaders for a while.

Back in 1964, Barry Goldwater whetted the Republican Party's appetite for ideology, and 16 years later Ronald Reagan showed it how to win with it. The Reagan formula was an ingenious blend

of populism and elitism. Attract the average white voter with a majoritarian social policy that institutionalized a bundle of popular yearnings and prejudices. Hold the corporate-financial-industrial Republicans with huge new opportunities for profit-taking.

It is still an open question whether Reaganism will sell without Reagan. But there is no question that partisanship is the ruling fashion in his party. Bill Kristol, the man once billed as Dan Quayle's brain, has become the flavor of the month by arguing that George Bush lost the White House by being too flexible. (This is a refinement of his former, blind-quote position that he lost it by being George Bush.) Representative Newt Gingrich got where he is by arguing that Republicans should drop their polite role as "the bookkeepers of the welfare state."

Mr. Dole, as one of the oldest and occasionally wisest members of his party, can remember the era of nonideological Republicanism. Once he was even willing to diagnose the inherent goofiness of the Reagan plan to increase the deficit. But any recidivist impulse toward bipartisanship is now clearly gone, a casualty of Senator Phil Gramm's willingness to cast himself as the senatorial avatar of Gingrich-Kristol politics.

Early in his term, President Bill Clinton had a chance to light the fires of bipartisanship, but he killed it when he decided to organize the health care task force as a closely held family business.

In addition to being shunned, the Republicans as a whole have another reason for following the leadership of their most bellicose faction. That comes simply from looking at the Democrats. In campaigns as in combat, the appearance of weakness always invites aggression. The Republicans are betting that the Democratic White House and Congress are so rattled and scattered that it is better to make a war than a deal.

— THE NEW YORK TIMES

## Other Comment

### The Rule of Law in Ireland

Once talks began, London and Dublin have to push forward on a joint agenda and avoid, at all costs, bickering between themselves. The outlines of a possible settlement have been clear for years.

British governments have long recognized that Northern Ireland is not a fully integrated part of the United Kingdom, and that most of the province's Catholic minority (42 percent of the population) want cross-border links with southern Ireland as a recognition of their Irish identity and a guarantee of their rights. Equally, Irish governments, as well as most Catholics in Northern Ireland, long ago accepted that unification without the consent of Ulster's million Protestants is not worth having, and that such consent may never come. Both views are explicitly described in the Downing Street Declaration. The demands of the gunmen on both sides of Northern Ireland's conflict have been ruled out for the past two decades.

So what have they achieved, apart from an impressive toll of destroyed lives? They have delayed a workable political agreement and brutalized their own society. The social wounds they have inflicted will take a generation to heal. If the IRA's leaders have finally recognized this, and have truly

chosen another way, reason and the rule of law will have prevailed. Democrats might find a crumb of comfort in that.

— The Economist (London)

### Signals to North Korea

De facto diplomatic recognition is one of the carrots the United States has offered if North Korea agrees to open its nuclear program to full international inspection and safeguards. U.S. help in upgrading electricity-generating nuclear power plants is another carrot. What the United States, South Korea, the United Nations and the International Atomic Energy Agency want from North Korea in return is an end to its efforts to build nuclear weapons and on-site inspections to determine whether diversion of nuclear material for weapons has already taken place.

So far Pyongyang has said only that it would freeze its nuclear program. It has yet to allow inspection of two sites that could reveal whether it has already developed a nuclear device. Meanwhile, Washington is signaling a more flexible diplomatic line to the new North Korean leadership. That wigwagging is welcome. How productive it might prove to be is now pretty much up to Pyongyang.

— Los Angeles Times

## Blank-Eyed Children, Tiny Voyagers in a Fertile Land

By Wendy Driscoll

KIGALI, Rwanda — When one thinks of a refugee in flight, a hundred newsreel images come to mind: gaunt figures, men and women, moving in inexhaustible lines over a barren landscape. But I have spent three weeks in Rwanda now, and my conventional image of a refugee has been turned upside down.

Here in the gently rolling hillsides of this "Switzerland of Africa" where more than half a million people have died in less than a year, my image of a refugee is out of whited-down figures on a gently receding horizon: it is of a child.

Children are the first victims of war, the first victims of disaster. It is estimated that at least half the refugees in the sprawling camps of Goma in Zaire are children. Motherless, fatherless, witnesses to unimaginable horror. Victims of it now.

I drove through Rwanda's lush Nyungwe forest last week on my way to Zaire to get an idea of the scope of the Rwandan exodus out of the southwestern tip of the country. The scenic road is excellently paved; it winds through a dense rain forest of green-black, revealing in each turn ever more spectacular vistas.

The fecundity of the land rises up toward you in oversized versions of more temperate plants: 6-meter-high ferns, pine trees descending down 30-meter gorges, bougainvillea spilling waterfall-like, with flowers spread larger than my outstretched hand. One feels that anything could grow in such stupendous richness. Anything, that is, except a child.

Tiny, ragged voyagers dot the exodus road. Some are newborn, wrapped in their mother's *ingobyi*, the colorful swath of fabric that binds them like a satchel to the spine. Many others are blank-eyed toddlers, balancing jerrycans as tall as they on their heads while they limp along.

The amazing thing is the absolute sweetness of their reserve. One crying infant, making his way along the road in painful half-steps, stopped and attempted a smile when he saw my companion, a photographer, point a camera at him.

It wasn't a smile, really. It was more a kind of grimace that said, yes, I am tired and hungry and ill, I have lost my parents, I don't know where this road is taking me, but I will do my best to please you. Please you!

Humanitarian organizations like

CARE exist to serve the needy, but looking at these children one realizes the magnitude of the work that confronts us. We will give them food, clothing and shelter at the end of their journey, but can we replace all they have left behind?

Toward the end of the forest, we stopped and asked a tiny girl, who carried on her back an even kinder boy, where she came from. Over there, she replied, pointing to the twisting pavement behind us. And where are you going, we asked. Forward, she told us, motioning to the black road stretching before her.

We didn't delay her journey with more questions. What more was there to ask?

The writer is a CARE worker in Rwanda. She contributed this comment to The Washington Post.

## In the Matter of Reproductive Choice, the Vatican Has Already Lost

By George Moffett

WASHINGTON — Guadalupe was married at age 16. She nodded when the priest said it would be her duty to have all the children God sent. Two children and years of hardship later, she made the most difficult decision of her life. After consulting her doctor but not her priest, she had herself sterilized.

If I know I'm supposed to do what God wants," she explained to a visitor in her tiny Mexican village. "But to bring children into the world and not to be able to give them proper food and clothing is not right."

If the statistics are correct, Guadalupe is a typical Latin American — a Catholic who is loyal to the church but has parted ways with the Vatican over contraception. For them, the Vatican's intense campaign against the UN population conference in Cairo this week is largely irrelevant. However, for the U.S. support for the conference in recent days, Rome is fighting a losing battle.

The Vatican's opposition to language in the draft "Program of Action" — the 20-year blueprint for stabilizing world population and fostering development, to be approved in Cairo — is hardly insignificant. By keeping the conference tied up in arguments about the wording of the document, it will divert the delegates from adopting strategies to deal with population growth.

But even that will be a Pyrrhic victory. Vatican officials may win the battle to alter sections of the draft document that they believe undermine the traditional family and promote abortion. They may delay the inevitable by slowing the growth of family planning programs in some Roman Catholic countries. But on the issue of reproductive choice, they have lost the larger contest for the hearts and minds of many of the Catholic faithful.

Nor will the Vatican's campaign to win Muslim allies achieve much. Some fundamentalist Islamic leaders have joined it in criticizing the Cairo document, but many clerics across the Muslim world accept a more liberal interpretation of Islamic tradition that permits the use of contraceptives.

In militant Iran, concern over runaway population growth has prompted the government to promote smaller families with television ads, sermons and clinics offering free contraceptives and sterilization services.

The point is not widely recognized, but even Roman Catholic doctrine allows couples to limit the number of children they have for legitimate financial and health reasons. The controversy is over the means used to do so.

Although only "natural" contraception is sanctioned by the church — that is, abstinence during fertile periods — Catholics in many countries now use contraceptives at the same rate as the rest of the population.

And despite pressure from the Vatican, governments in most predominantly Roman Catholic countries support family planning and have spent large sums to make modern contraceptives widely available.

Mexico, for example, which is more than 90 percent Catholic,

has one of the most vigorous family planning programs in the world. The government has endorsed the work of private organizations that provide contraceptives and sex education to teenagers.

The defection from church doctrine extends even to abortion. Surveys during the past decade show that large numbers of Catholics — as many as 60 percent in Mexico — believe it is possible for a woman to be a faithful Catholic even if she has had an abortion.

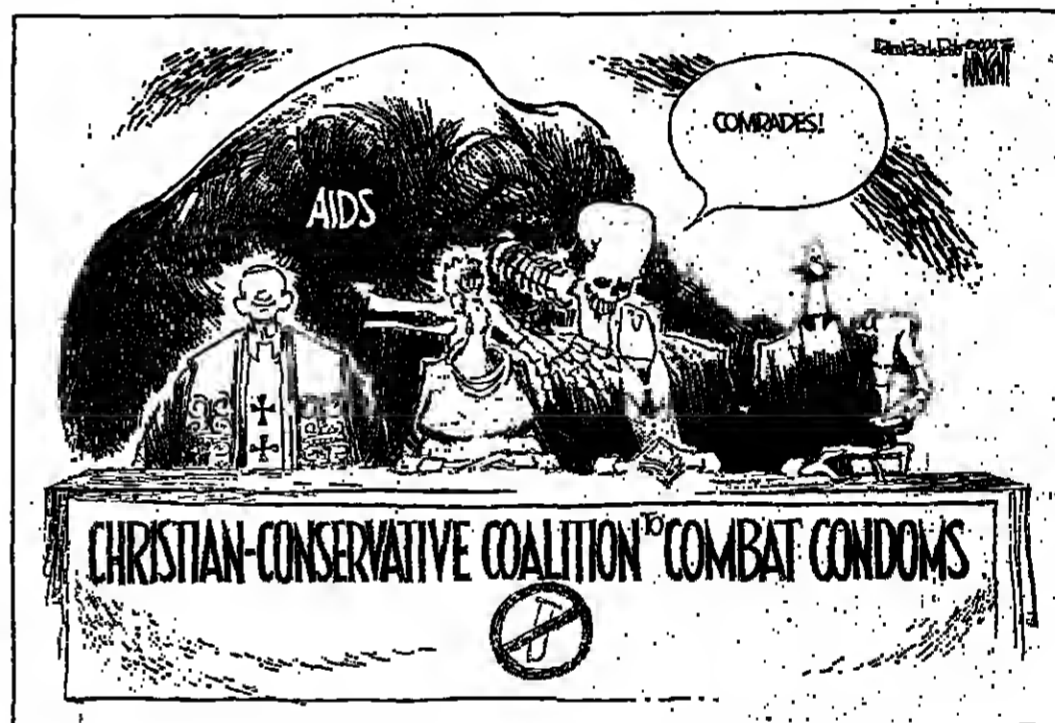
The coincidence of Catholic teachings and individual reproductive choices has always been mostly that: a coincidence.

Since the 1960s, the Vatican's views on reproduction have faced increasingly grave challenges — not only the invention of new

means to limit births, such as the pill and the intrauterine device, but also new motives. Urbanization, changes in women's roles and profound economic pressure have greatly complicated decisions on family size.

The simple truth is that for most lay Roman Catholics, the church's influence over reproductive decisions has greatly diminished. Today, the faithful give greater weight to the responsibility of parenthood than to the revealed wisdom in Rome. That fact is unlikely to change, whatever the outcome in Cairo.

The writer, a diplomatic correspondent for The Christian Science Monitor, is author of "Critical Masses: The Global Population Challenge." He contributed this comment to The New York Times.



## Against AIDS, Condoms Are Pro-Life

By Perdita Huston

WASHINGTON — Ann is a Ugandan mother of seven and an AIDS widow. She may have escaped infection because she and her husband were separated before he became ill. He was living with another woman and returned to his family only in his last months. Ann, a former schoolteacher, is now a full-time AIDS counselor.

"There is too much dying. Sometimes it overwhelms you, but you still have to go, each day, and talk to the sick, to their families. And then one day you arrive and they are dead."

Her story doesn't end there. "My sister and her husband both died of AIDS. They left four orphans. I took the youngest. My elderly parents are supporting the others."

As the media reported on the melancholy mood permeating the recent 10th international conference on AIDS in Yokohama, Japan, they also informed us of the Vatican's continuing opposition to the recommendations of the World Conference on Population and Development, next week in Cairo. Perhaps the two meetings should have been side by side. That might have produced an occasion for discussing the terms "sexual health" or "reproductive health," terms that Rome condemns for use at the conference.

HIV infection is an epidemic of couples. In study after study, from Mexico to Thailand, one learns that a majority of women infected with the AIDS virus are monogamous partners of men who have had unprotected sexual relations elsewhere.

It is an epidemic of families. Twenty million children will be orphaned by the disease in the next six years.

It is an epidemic of youth and women — the single most prevalent cause of death among women aged 20 to 40 in many cities in North America and Western Europe. In sub-Saharan Africa, one in every 20 adult women is thought to be infected.

It is an epidemic of, yes, sexual health. HIV infection is preventable only by individuals taking precautions. Women are at the mercy of their partners to join them in taking those precautions, by the condom or abstinence. But abstinence is not always an option; when a husband makes demands, most women are obliged to oblige.

As for the condom, that, too, is problematic. In just about every culture the use of a condom raises suspicions of infidelity, promiscuity or disease, as well as complaints of inconvenience. To ask one's partner to use one is to risk conflict. Not to ask is to risk infection and death.

Gao, a chubby 18-year-old, has returned to her family in Chiang Rai, Thailand. She is a carrier of the HIV virus, acquired while working as a prostitute in the brothels of Bangkok. "Most men don't want to use condoms and if they don't, there was nothing we could do. We were forced to service them."

The task is to ensure that women gain the confidence and bargaining power to negotiate the practice of safe sex, their sexual and reproductive rights, with their partners. Only well-informed, self-assured women who have access to condoms can be successful at protecting themselves. Only then will we begin to see a slowdown of infection rates.

But how? The international family planning movement has, over the years, distanced itself from the sex act in an effort to deliver contraception services. Its staff must be trained to counsel

on sexual health, over and above the "reproductive health" advice already dispensed. Double protection is the new watchword: only a contraceptive and the use of a condom protect a woman from both unwanted pregnancy and HIV infection.

For years the Vatican has opposed the use of the condom. The centuries-old sheath is condemned for being a contraceptive, for denying new life. Surely, such arguments are passé when humanity is confronted with the pace and nature of HIV infection, when the condom becomes one of the only ways of protecting life.

The Vatican also opposes the term "sexual health." But moral leadership requires that it speak up for women's sexual health, helping them to protect themselves and their families from the greatest plague of our time.

These are not, as the Vatican might claim, feminist arguments. They are life-giving arguments, based on facts and statistics. HIV infection is a global affliction that should transform Vatican fears about birth control into a global effort for death control.

The writer is preparing a book of interviews with families in 12 countries around the world. She contributed this comment to The International Herald Tribune.

## IN OUR PAGES: 100, 75 AND 50 YEARS AGO

### 1894: Defending Bali

THE HAGUE — In an official despatch from Lombok the Governor General of the Dutch Indies telegraphs today [Sept. 4]: "After conferring with the military and naval commanders and the Council of the Netherlands I do not consider it necessary to send naval reinforcements or a further force of marines, but I fully approve of a detachment of colonial reserve and five hundred additional soldiers." Despatches from Batavia state that Captain Landgreen, with a detachment, is held prisoner by the Balinese. The Rajah offers to deliver them on the condition that peace is concluded and the Dutch troops are withdrawn.

### 1919: Female Suffrage

ROME — The Chamber of Deputies has accepted a Government

bill granting Parliamentary suffrage to women. The bill accords a vote to all women who have attained majority, with the exception of prostitutes.

### 1944: Brussels Taken

LONDON — The British Army seized the Belgian capital of Brussels and the great Belgian port of Antwerp in a tremendous sweep yesterday [Sept. 4], and the Dutch said these forces roared on five miles into the Netherlands. Antwerp's fall cut the last rail lines from the Belgian and French Channel coasts to Germany. General Dwight D. Eisenhower called on the Dutch to save from German demolition the docks, factories and rails of Rotterdam, indicating that the battle for the Netherlands was breaking with the same speed with which the battle for Belgium was ending.

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Consolidated trading for week ended Friday, Sept. 2.

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Stocks	Dr	Yld	Sales	100	High	Low	Close	Stocks	Dr	Yld	Sales	100	High	Low	Close
ABC	10	10	100	100	100	100	100	ABC	10	10	100	100	100	100	100
DEF	20	20	200	200	200	200	200	DEF	20	20	200	200	200	200	200
GHI	30	30	300	300	300	300	300	GHI	30	30	300	300	300	300	300
JKL	40	40	400	400	400	400	400	JKL	40	40	400	400	400	400	400
MNO	50	50	500	500	500	500	500	MNO	50	50	500	500	500	500	500
PQR	60	60	600	600	600	600	600	PQR	60	60	600	600	600	600	600
STU	70	70	700	700	700	700	700	STU	70	70	700	700	700	700	700
VWX	80	80	800	800	800	800	800	VWX	80	80	800	800	800	800	800
YZA	90	90	900	900	900	900	900	YZA	90	90	900	900	900	900	900
BCD	100	100	1000	1000	1000	1000	1000	BCD	100	100	1000	1000	1000	1000	1000
EFG	110	110	1100	1100	1100	1100	1100	EFG	110	110	1100	1100	1100	1100	1100
HIJ	120	120	1200	1200	1200	1200	1200	HIJ	120	120	1200	1200	1200	1200	1200
KLM	130	130	1300	1300	1300	1300	1300	KLM	130	130	1300	1300	1300	1300	1300
NOP	140	140	1400	1400	1400	1400	1400	NOP	140	140	1400	1400	1400	1400	1400
QRS	150	150	1500	1500	1500	1500	1500	QRS	150	150	1500	1500	1500	1500	1500
TUV	160	160	1600	1600	1600	1600	1600	TUV	160	160	1600	1600	1600	1600	1600
WXY	170	170	1700	1700	1700	1700	1700	WXY	170	170	1700	1700	1700	1700	1700
ZAB	180	180	1800	1800	1800	1800	1800	ZAB	180	180	1800	1800	1800	1800	1800
BCD	190	190	1900	1900	1900	1900	1900	BCD	190	190	1900	1900	1900	1900	1900
EFG	200	200	2000	2000	2000	2000	2000	EFG	200	200	2000	2000	2000	2000	2000
HIJ	210	210	2100	2100	2100	2100	2100	HIJ	210	210	2100	2100	2100	2100	2100
KLM	220	220	2200	2200	2200	2200	2200	KLM	220	220	2200	2200	2200	2200	2200
NOP	230	230	2300	2300	2300	2300	2300	NOP	230	230	2300	2300	2300	2300	2300
QRS	240	240	2400	2400	2400	2400	2400	QRS	240	240	2400	2400	2400	2400	2400
TUV	250	250	2500	2500	2500	2500	2500	TUV	250	250	2500	2500	2500	2500	2500
WXY	260	260	2600	2600	2600	2600	2600	WXY	260	260	2600	2600	2600	2600	2600
ZAB	270	270	2700	2700	2700	2700	2700	ZAB	270	270	2700	2700	2700	2700	2700
BCD	280	280	2800	2800	2800	2800	2800	BCD	280	280	2800	2800	2800	2800	2800
EFG	290	290	2900	2900	2900	2900	2900	EFG	290	290	2900	2900	2900	2900	2900
HIJ	300	300	3000	3000											

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**Continued on Page 11**





# Hong Kong Division Lifts Sime Profit

**KUALA LUMPUR** — Sime Darby Bhd. said Sunday that its net profit rose nearly 12 percent in the year to June 30, led by a strong performance from its Hong Kong division.

The industrial conglomerate earned a net 449.7 million ringgit (\$176 million) in the year on sales of 8.21 billion ringgit, up from 7.04 billion ringgit.

The results were below analysts' expectations, but the company said it was satisfied with the results and predicted continued strong growth. It said a

proliferation of infrastructure projects across Asia should foster strong economic growth rates that would work to the company's advantage.

"In these circumstances the board believes that, barring the unforeseen, the group will have another year of record profitability in 1994-95 as achieved over the past seven years," Sime said.

The company's Hong Kong division accounted for 226.7 million ringgit of the pretax profit last year. Sime attributed the strong performance to a sharp

rise in sales of European motor vehicles and the continuation of a high level of trade with China.

Sime said its Australia-based Hastings Deering heavy equipment division also posted impressive results, with the Queensland and Papua New Guinea operations benefiting from increased demand from the mining sector.

Profit from the plantations division fell to 39.9 million ringgit from 59.2 million ringgit in the previous year because of reduced palm oil prices and narrowing margins in the latex

business, the company said.

But palm oil prices have surged this year and are now at a nine-year high, which should help the plantations sector this year, analysts said.

Sime said earnings from its tractors and property development business improved, while its insurance division posted a 13.1 million ringgit profit against a loss of 12.6 million in the previous year.

Profit improved in Sime's Singapore division, but its Malaysian, Philippine and Australian units reported falling income.

## WORLD STOCKS IN REVIEW

### Amsterdam

Prices fell slightly last week, sending the EOE market index down to 419.14 points from 420.83 points the week before.

But traders said confidence was still strong, and the recent rise in the market was expected to resume this week.

Paper companies and banks were strong, dealers said. But Akzo Nobel fell to 219.60 guilders from 220.30 guilders. Royal Dutch/Shell slipped to 199.20 guilders. Philips was steady at 58.10 guilders and Unilever stood at 201.80.

### Frankfurt

Prices rose 2 percent last week, with the DAX 30-share index at 2,204.71.

Commerzbank said in a weekly report that institutional investors had increased blue-chip holdings on stable interest rates, a rising dollar and the positive earnings reports.

Daimler-Benz rose 28.50 Deutsche marks to 838.50 DM, while MAN fell 5.80 DM to 437. Bayer fell 10.80 DM to 376.70, and Hoechst rose 4.70 DM to 359.50.

### Hong Kong

Hopes that U.S.-Chinese trade relations would normalize after the U.S. commerce secretary, Ron Brown, visited China lifted the benchmark Hang Seng Index 502.43 points to close a holiday-shortened week at 9,901.56.

Despite a closed market Monday, average turnover jumped to 452 billion Hong Kong dollars from 3.715 billion dollars the week before.

Jardine Matheson jumped 7.00 dollars, to 72.75 dollars, and Swire Pacific A gained a dollar to 63.25 dollars.

Cheung Kong gained 3.10 dollars to 39.50 dollars, while Hongkong Land rose 2.80 dollars to 21.50 dollars.

### London

Fears of a slowdown in U.S. economic growth eclipsed bullish news on the British

economic front and pushed the London share market lower last week.

The Financial Times-Stock Exchange 100 index of leading shares closed Friday at 3,222.7 points, down 42.4 points on the previous week.

The London market fell in line with slumps on Wall Street after a fall in the National Association of Purchasing Management's index and a less-than-expected drop in U.S. unemployment in August. Prices recovered slightly on generally good quarterly results at British companies.

The week's biggest transaction was SmithKline Beecham's \$1.9 billion purchase of over-the-counter medicine manufacturer Sterling Winthrop from Eastman Kodak. SmithKline's share price dropped 11 pence to 448. Other pharmaceuticals also fell, with Glaxo down 26 pence to 632 pence, Wellcome down 22 pence to 702 pence, and Zeneca down 28 pence to 834 pence.

### Milan

Milan shares fell slightly, with the Mibtel index down 0.63 percent from the previous week to 10,935 points in low volume.

The market is awaiting the announcement of the government's budget, possibly by the end of the month.

Olivetti dropped almost 7 percent on the week because of a price war among computer manufacturers. Fiat slipped 0.32 percent.

### Paris

Hit by the general weakening of confidence in the U.S. economy and the slide in the dollar, the CAC-40 fell 2 percent during the week to 2,020.37 points.

Banks raised their base rates by a quarter point, to 7.95 percent, the first rise in 18 months, which unnerved some dealers but was seen as little economic significance.

Shares in Euro Disney fell sharply after a British analyst said the share was worth 1.60 French francs. The share began trading at 36 francs and has since fallen to around 8.

### Singapore

Shares rose in Singapore last week, with the Straits Times Industrial Index gaining 37.10 points, to 2,330.61 points.

Turnover for the week was 870.71 million shares, down 28 percent compared with the previous week, while value dipped by 22 percent to 2.4 billion Singapore dollars.

United Industrial was the most active stock of the week, with a turnover of 29.19 million shares.

### Tokyo

Stability in dollar-yen exchange rates encouraged players to support export-oriented issues, and the Nikkei 225 index rose 182.34 points, or 0.9 percent, in the week, to 20,653.83 points.

But brokers said players were skeptical about near-term prospects for dollar-yen stability before a Sept. 30 deadline for Washington to decide whether to impose sanctions against Japanese goods under the Super 301 law.

Telecommunication issues rose on reports that Japanese companies would jointly introduce a new plastic fiber that would be much cheaper than current glass optical fiber. Carmakers closed mixed.

Electronics makers gained ground, with Sony jumping 270 yen to 6,100 yen and Matsushita Electric Industrial was up 50 to 1,780 yen.

### Zurich

A flurry of orders from institutional investors pushed the market up last week, with the Swiss Performance Index jumping 44.23 points, or 2.5 percent, to 1,761.11 points.

Shares in Roche rose 190 Swiss francs to 6,270 on bullish earnings. Ciba Geigy was unchanged at 805, while Sandoz rose 12 francs to 709.

Bankers gained ground, with UBS up 73 francs to 1,199 francs. Nestlé rose eight francs to 1,237, while Swissair fell 13 francs to 875.

## NASDAQ NATIONAL MARKET

Consolidated trading for week ended Friday, Sept. 2

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## JOBS: Higher Education and High Wages Not Necessarily a Set in U.S.

Continued from Page 9

ing wages by working increased hours and shifting to two incomes, that is a trend "that may be reaching its maximum capacity," they said, because most women who want to work are already doing so.

The deteriorating wages of the 1980s, the report said, "have not only deteriorated further in the 1990s, they have also dragged new groups of workers down with them."

Since 1979, the real wages of college-educated men have declined nearly 3 percent, falling 5 percent since 1989 after a small rise in the 1980s. The inflation-adjusted wages of male high-

school graduates fell 17 percent since 1979.

College-educated women have fared much better, enjoying a 15 percent increase in real wages since 1979 and more than a 2 percent increase since 1989.

Despite the increase, college-educated women still earn significantly less than their male counterparts: an average of \$13.57 an hour, compared with \$17.62.

The worst effects on wages have been felt by entry-level workers, those without a college degree, young workers and blue-collar workers.

The report offers several explanations for the shift in wages, including deunioniza-

tion; a "severe" drop in the value of the minimum wage; expansion of low-wage, service-sector employment; globalization of the economy and the growth of small business and temporary or part-time work arrangements.

Mr. Mishel said college-educated workers clearly fare better economically — despite recent declines in real income by males — and are more successful at avoiding unemployment. But even though education and training are part of the solution to the problems of the work force, they are "hardly a silver bullet."

That would seem to counter what has been Mr. Reich's argu-

ment, that the country needs to improve the education and skill-level of its workers.

The Economic Policy Institute report contended that, "the problem is not that a small group of 'unskilled' workers are undergoing a painful adjustment to the new economic order. Rather, it is the lowering of wages, benefits and working conditions of the three-fourths of the workforce without a college degree and the consequent pressure on family incomes. Now that income problems have spread upward to the white-collar and college-educated groups, the beneficiaries of the new economic order are even harder to find."

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Netherlands	Fl. 770	40	420	230
Norway	N Kr. 3,500	38	1,750	1,050
Portugal	Esc. 47,000	38	26,000	14,000
Spain	Ptas. 48,000	34	24,000	14,500
— hand delivery Madrid	Ptas. 55,000	24	27,500	14,500
Sweden (airmail)	S Kr. 3,100	34	1,550	900
— hand delivery	S Kr. 3,500	26	1,750	1,000
Switzerland	S Fr. 610	44	335	185
Rest of Europe + CEI	S 485	—	265	145
CEI, N. Africa, Turkey	S 630	—	345	190
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TECHG/14

Continued on Page 17

# Aviation

## Efficient New Engine: A \$1.5 Billion Gamble

By Jacques Neher

**P**ARIS — When British Airways PLC starts operating the first Boeing 777, due for delivery next September, it will also be giving flight to the GE 90, the first totally new commercial aircraft engine in decades.

Riding on the performance of this turbo-fan engine, which will be on public display for the first time at the Farnborough Air Show this week, will be the hopes of General Electric Co. of the United States, France's state-owned Snecma, FiatAvio of Italy and Ishikawajima-Harima Heavy Industries of Japan. The four engine manufacturers have jointly gambled \$1.5 billion over the past four years to develop the behemoth power plant, billed as the most powerful, fuel-efficient engine the industry has ever offered.

If the gamble pays off, it could return to the partners a good slice of the \$50 billion engine market that is expected to develop over the next 15 years for the 777 and future long-range, wide-body craft. A revenue-sharing pact, based roughly on the four companies' contributions to the engine's development, calls for GE's Aircraft Engines division to receive 60 percent of the sales proceeds, Snecma 25 percent, IHI 8 percent and FiatAvio 7 percent.

However, if there is no sure thing in business, there is even less in the aerospace and aviation sector, which, as recent years have shown, is subject to sudden nosedives in global market demand due to economic and political factors.

For the backers of the GE90, the risks are accentuated by the fact that the new engine's fate is essentially tied to the success or failure of only one aircraft — the twin-jet Boeing 777, which is designed to carry 305 passengers, with a stretched version slated to transport 375 passengers. GE officials point out that the engine would also be ideal for a future generation of four-engine aircraft that would carry 600 to 800 passengers, which is under study by Boeing and Airbus Industrie, but they are mindful that a green light for such a craft could be a long way off.

GE and its partners are also subject to advances in technology that could prompt the airline industry to abandon turbo-fan engines. For example, in a future environment of significantly higher fuel prices, the industry could come under pressure for much higher fuel economy and favor more efficient new prop-fan designs.

"I'd be astonished if the GE90 is still in production in 2010," said Bill Gunston, an aircraft engine specialist who writes for Jane's All the World's Aircraft. "All turbo-fans will look obsolete by then."

But GE and its partners counter that the engine will have a far longer life span than that because its designers aimed to produce up to 90,000 pounds of thrust — a much higher power level than existing engines — and will therefore be positioned to grow to meet the power requirements of future long-haul aircraft requiring upwards of 115,000 pounds of thrust. This power growth, the partners say, will not require new components, meaning that airlines should be able to economize on maintenance crew training and stockage of spare parts as the more powerful versions arrive.

"Commonality is an issue with airlines, as it offers a major life-cycle cost consideration," said Russ Sparks, general manager for the GE90 project. "To introduce new technology would have a significant impact on an airline's commonality."

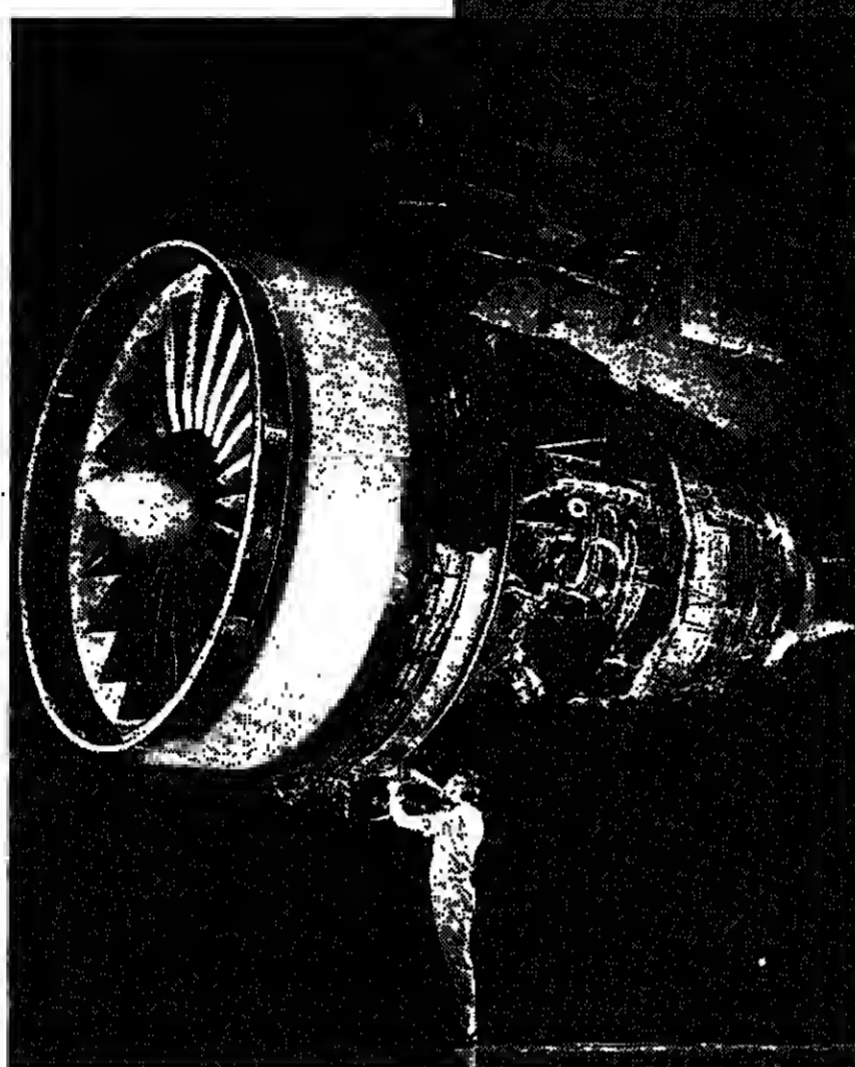
Mr. Sparks uses the same argument against his present-day competitors, Rolls-Royce PLC of Britain and Pratt & Whitney of the United States, which, he says, will have to significantly modify their current high-power engines — themselves derivations of power plants originally designed for much lower power outputs — to meet the industry's future power needs.

A spokesman for Rolls-Royce, however, said that "commonality is an argument we all make," noting that his company's Trent engine, which is expected to be certified at 90,000 pounds of thrust in January, will also be able to grow if the market requires.

While a new product generates excitement

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A Boeing 747 in a test flight of the GE90 engine, the first totally new commercial aircraft engine in decades, right. Below, a close-up of the engine, which will be used on Boeing's new 777 craft when they are introduced next September.



## A Jet to Give It Flight

By Barry James

**P**ARIS — The main talking point for Boeing Co. at the Farnborough air show will be its new 777 twin-jet jumbo, a conventional looking plane that incorporates a host of technological advances.

Despite high interest in the plane, however, a Boeing official said the aircraft was unlikely to put in an appearance at the show. He said that diverting one of the aircraft to Farnborough would cut into an intensive program of testing and evaluation.

The 777 took off on its maiden flight on June 12. A total of nine aircraft using three different engine types will take part in the test program.

The 777 is the first new aircraft to fly straight off the drawing board — or, in this case, the computer screen — without a pre-production prototype to be sure that the millions of parts fit together perfectly.

Engineers say that the electronic design system achieved extraordinary accuracy in the construction. Major parts varied by fractions of a millimeter rather than the centimeter or more that can occur using conventional design methods. Boeing hopes the new system, allied with the test program, will enable it to deliver aircraft without the teething troubles that often accompany the launch of a new model. Boeing has invested about \$4 billion to

develop the aircraft, which is coming onto the market at a time of uncertainty and heavy losses in the commercial airline industry. Like its closest rivals, the European Airbus A-330 and A-340 models, the 777 will fill a gap between existing medium-capacity and mid-range aircraft, and the larger Boeing 747 jumbo.

Typically, airlines will use the plane on so-called "long, thin" routes for which the 747 is too large. With a range of over 4,500 miles (7,200 kilometers) for the initial model and up to 8,500 miles for projected versions, the 777 will be used both for intensive medium-range flights and for long-range intercontinental services.

The standard initial model will carry between 375 and 400 passengers in two classes, while the longer-range version will be capable of carrying 305 to 328 passengers in three classes. In an all-economy configuration, the 777 will be capable of carrying up to 440 passengers.

Boeing has to prove to the Federal Aviation Administration and other regulatory bodies that the aircraft can safely fly extended distances on one engine, an important consideration on intercontinental flights. The 777 is designed for extended-range, twin-jet operations of up to three hours.

In attacking the same market sector as Boeing, the Airbus consortium has developed the four-engine jet, the A-340, ar-

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## Lessons of a Megamerger

**P**ARIS — By its sheer magnitude, the merger of Lockheed and Martin Marietta rocked the international defense establishment like a low-flying jumbo.

The real significance of the operation may lie less in its size than in the shrewdness displayed by both companies in recent years as they picked up choice pieces of a defense industry in such obvious trouble that many people were smart enough to look for the exit.

Instead of forming partnerships to carve up a shrinking pool of work and jobs, Lockheed under Daniel M. Telleo and Martin Marietta under Norman R. Augustine practiced survival of the fittest, aggressively buying out weaker competitors to take commanding positions in key sectors.

"These are Darwinian times in our industry — three full factories are better than six half-full factories," said Mr. Augustine, who is renowned as one of the industry's great phrase-makers.

His emphasis on restructuring reflected a widespread mood in the United States that prompted many one-time defense giants, including General Dynam-

ics, General Electric and LTV, to sell off military divisions while there were eager bidders.

By the time Mr. Augustine and Mr. Telleo joined forces, Lockheed had bought the fighter division of General Dynamics, adding the F-16 to Lockheed's stable of warplanes. Martin Marietta had picked up and digested other defense-related businesses — involving missiles, electronic warfare and space — from General Dynamics, General Electric and Ford.

Martin Marietta and Lockheed have often cooperated closely during the takeover wave in the defense industry, including a joint effort that helped block the acquisition of LTV by Thomson, the state-owned French company.

After so much tough industrial squeezing, it should be comparatively easy sailing to manage Lockheed Martin as an umbrella organization under which the divisions operate as separate companies — typical in defense industries.

The lesson, analysts say, is that the tough work of compressing was already done.

Joseph Fitchett

## The Herculean Task of Stretching Defense Dollars

By Joseph Fitchett

**P**ARIS — Analysts trying to discern the direction of military aviation are studying the career of the oldest plane still in service: the Hercules C-130, Lockheed's war-horse, which still sells steadily more than 40 years after it was rolled out.

From the moment it flew in 1952, pilots loved the cargo plane that handled almost like a fighter and could land and take off from tough runways. But the secret of its commercial longevity lies elsewhere — primarily in the plane's ability to accommodate an almost limitless list of improvements in weaponry and electronics.

Reconfigured with different engines, radar and armaments, the basic Hercules airframe has provided the platform for missions ranging from tactical airlift to electronic warfare. As a result, Hercules have a way of becoming a near-permanent fixture in the inventory of many air forces.

With its long career, the Hercules illustrates the thrust in the overall industry these days, with the market emphasizing potential ways of stretching out the life spans of military aircraft and thereby stretching defense dollars.

While not matching the versatility of a converted airliner such as the C-130, even high-performance fighter-bombers are in-

creasingly viewed as a platform that can be upgraded — or in some cases simply refurbished — as a cheaper alternative to developing brand new models.

"Planes that are not in production are at risk, very much at risk if they are still in research, and the converse is true: programs that are in production and in inventory are going to stay in business," says Jerrold T. Lundquist, head of the aerospace and defense practice at McKinsey & Co., the U.S. management consultants.

An executive at Matra, the French missile maker, agrees: "It's a basic trend: people stay with the same generation of aircraft, the same platform, and they add more punch with the ordinance or the radar or both."

As delays mount for the next generation, including the U.S.-made F-22, France's Rafale and the Eurofighter, the sales competition rages around improved versions of proven warplanes, notably the F-16, the F-18 and the Mirage 2000.

Once seen as a stop-gap, these older warplanes could actually derail some shaky development programs. If Bonn bought a one-naval version of the F-18, analysts say, it could perform so well that Germany might decide to skip the Eurofighter.

Amid scarcer development funds, industry executives say, incremental improvements account for a growing share of many defense contractors' business.

The scope for missile manufacturers with sophisticated guidance systems and for defense electronics is obvious, especially for scanning radars — miniaturized versions of ground radars used for anti-missile defense — that are faster and more reliable than mechanical radars relying on moving parts.

But aircraft manufacturers profit, too, as their production lines turn out planes or "reskin" old ones, an operation that involves replacing any part susceptible to metal fatigue. Long confined to commercial aviation, this radical overhaul is now becoming common with warplanes.

The range of possibilities was highlighted by Qatar's purchase last month of Mirage 2000-5s — Dassault's first export sale of the improved "Dash 3" multi-role version. The three-way deal hinged on a purchase by the Spanish air force of old Mirage F-1s from Qatar while France bought two transport planes from Spain.

Qatar will significantly boost its air power, especially with MIRA's Magic and Mica missiles, while Spain — acquiring refurbished F-1s — will simply stretch out the effective life of its existing fleet of Mirages while waiting for the Eurofighter.

Buying off the shelf in this way offers major savings, not just in the purchase price alone, but in the logistics, training and spare parts that can treble the cost of putting a new model into service.

This procurement approach offers a lengthened life for a country's existing air power at comparatively low cost — a formula that appeals powerfully to cash-strapped defense planners.

An attractive short-term option, this approach has the obvious limitation of postponing technological leaps to the coming generation of frontline aircraft — the F-22 in place of the F-16 and F-18, the Eurofighter in place of the Tornado, the Rafale in place of the Mirage 2000.

For the moment, governments seem happy to pay the price of lower performance. "People don't feel the need right now to make those leaps as fast as we used to," says Giovanni de Briganti, European editor of the U.S. weekly, Defense News, "simply because no one sees a credible threat requiring the next generation."

In practice, analysts say, no country likely to be hostile to the West these days has an air force or even air defense capable of countering U.S. air power. European air forces, once they have acquired night-fighting capabilities, should be able to command air superiority anywhere in the Third World, with stand-off missiles reducing casualty risks.

The sole plausible air-to-air challenge would be Russian, but revived militarism

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## A Search for Ways to Improve Safety

By Sarah Veal

**W**HEN Pan Am Flight 103 blew up over Lockerbie, Scotland in 1988, the image of security that airlines had worked hard to achieve was shattered. Plastic explosives, the world learned to its horror, were all but invisible to conventional X-ray systems and even a tiny amount of plastic — in this case, small enough to be hidden in a radio — could destroy a jet in midair.

Six years later, although oozing on the scale of Lockerbie has recurred, how much real technological progress has been made? Can we rule out another Lockerbie?

Not much and not really, is the blunt assessment of a U.S. General Accounting Office report released in May. The report, entitled "Aviation Security," examines the efforts by the Federal Aviation Authority to develop technology and procedures able to cope with plastic explosives and other threats beyond current airport security.

In 1990, in response to the attack on Pan Am Flight 103, the U.S. Congress passed the Aviation Security Improvement Act to spur research into new technologies. The act set the goal of having new explosive-detection equipment and methods to improve the survivability of aircraft, including blast-resistant luggage containers, in place by November 1993.

As the report's subtitle, "Development of New Security Technology Has Not Met Expectations," indicates, the deadline has been missed. Of the 40 detection projects the Federal Aviation Authority is working on, only seven have been submitted to laboratory testing and none fully meets the authority's performance requirements. The report says that it could take the authority another two to five years to

approve even the most promising of them.

"Everyone is working on it, but we are not seeing the breakthrough we would like to have seen at this point," says David Stemper, executive director of the International Air Transport Association. "Some of the devices have made it to, say, 50 percent of the way but Congress wants them to get to 75 percent and that last 25 percent requires enormous expenditures of money without any guarantee that the measures are going to work."

**M**ONEY does not appear to be the only problem. The General Accounting Office report also questions the authority's methodology. First, contrary to recommendations from the National Academy of Sciences, the FAA does not plan to test any of the new explosive-detection systems in airports during the certification processes. In effect, its decisions will be based solely on laboratory conditions.

The report also criticizes the authority's failure to conduct software reviews for evaluating system designs that depend heavily on automation. In addition, although the authority agrees with other experts that no single device will be able to meet all of its requirements for screening checked bags, the agency has made little progress in linking different technologies in total systems. Integration of the different devices will be left up to the airlines.

Finally, the report faults the authority for not focusing sufficient attention on the people who will use these systems. Although the new devices will depend heavily on automation, human beings subject to fatigue and distraction will still be needed to interpret the images.

What is or coming up on the market will

be shown to the 500-plus civil aviation industry people expected to attend the Aviation Security Convention in Chicago from Oct. 24 to 26. Organized by the International Air Transport Association, the convention will bring together the airlines, airports and security manufacturers for discussions. A wide range of X-ray machines, nitrate-sniffing devices, walk-through and hand-held metal detectors will be on display.

"The manufacturers are there to say, 'Anything is possible if you want to spend \$10 million a unit. But if you want to come down to a more reasonable limit, let us tell you what we can do based on what you need,'" says Terry Denny, an IATA spokesman.

One item visitors will be keen to see is the new generation of X-ray equipment able to produce high-quality images without regard to processing speed. One prototype, developed by EG&G Astrophysics Research Corp. and Cambridge Imaging Ltd., has been tested in Heathrow and other European airports since the beginning of the year.

Baggage conveyor belts in most airports operate at speeds of 0.25 meters (10 inches) per second. Faster than this, traditional photodiode-based detectors are unreliable. With the growing congestion in airports and the need to screen all bags, either the system has to get faster or long delays will result.

"With some airport operators expressing an interest in eventually operating automatic X-ray systems at speeds in excess of 1 meter per second, systems with optical-fiber detectors may be the only viable X-ray technology," says David S. de Moulpied, director of Advanced Systems at EG&G.



Six years after Lockerbie, few new methods have been introduced in airline safety

The company's next phase is to develop a "smart" X-ray system, able to visualize the suitcase in three dimensions and identify suspicious areas with a red circle on the screen. A prototype is already being tested in British airports.

But while these systems can identify conventional bombs or suspicious objects, it is still not easy to detect disguised plastic explosives. According to Nick Cartwright, chairman of an International Civil Aviation Organization committee of specialists in explosives, the best we can hope for now is that all the attention "will add a degree of uncertainty to the perceived problem-free use of these explosives by terrorists."

The most effective deterrent will likely remain a combination of high-tech devices and observant staff trained in body lan-

guage and "profiling" (that is, evaluations according to a set of "high risk" characteristics) as well as, in extreme cases, the physical search of bags and passengers.

To strengthen some of the weaker links in the chain, the International Civil Aviation Organization has urged its wealthier member states to provide technical and financial assistance to help the airports of poorer countries comply with its 22 security procedures. To date, 102 countries have requested assistance.

But developing the new technology is only part of the challenge. Until now, the airlines have been responsible for the security of their baggage handling. Already strapped for cash, the airlines may be paying for the new high-tech devices throughout the next decade.

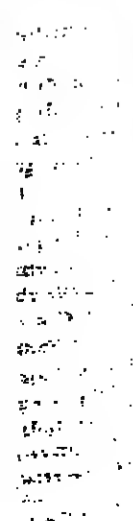
"It's difficult because if you scream too

loudly, you'll probably end up paying for it," says Mr. Denny. "User charges might be raised to meet these security levels and the airlines feel they are already being taxed too highly and that the money isn't necessarily going into renewing equipment and security."

According to the U.S. reports, "FAA lacks a strategy to guide its and the airlines' efforts to implement this equipment. If FAA expeditiously develops a strategy, the airlines will be in a better position to plan and budget for future security acquisitions."

The need for such a strategy is all the more urgent since Congress is now considering legislation that would allow the use of Airport Improvement Grant funds for purchasing explosive-detection systems.

SARAH VEAL is a writer based in Geneva.



## Aviation/A Special Report

## An Untapped Market for Private Jets

By Michael Richardson

SINGAPORE — When John H. House surveys the Asia-Pacific region, he is struck by three things: the rapid economic growth across much of the region, the spread of companies with operations in many Asian countries, and an air travel pattern that often does not suit the requirements of a busy chief executive.

And Mr. House, director of communications at Falcon Jet Corp., the U.S. unit of Dassault Aviation of France, sees promising prospects for sales in the region.

"It's not the El Dorado I often read about," he said in an interview. "But it's a healthy market with good long-term potential."

As Asian-Pacific economies expand, "the market for business jets will grow as well," said Brian E. Barents, president and chief executive officer of Learjet Inc., a unit of the Canadian aerospace and transportation equipment manufacturer Bombardier Inc.

Of some 7,000 business jets in operation around the world, about 60 percent are registered in the United States and only about 5 percent in the Asia-Pacific region.

Sales in Asia of new business jets, which can cost anywhere from \$5 million to more than \$20 million each, have so far

been limited by a combination of physical and cultural factors.

At least until recently, a number of countries have made it difficult to register privately owned jets or have banned them altogether.

When Learjet last year made the first sale of a business jet to Golden Eagle Aviation, a private company in Taipei, the company got around the longstanding ban by having a plane that would serve as a target-towing platform for the Taiwanese armed forces, as well as an upmarket corporate jet.

Many of the business jets that have been supplied to Asia-Pacific countries are doing noncorporate work, mainly for governments, their agencies and the military.

They undertake missions that include VIP transport, military target towing, radar reconnaissance, high-altitude photography, electronic warfare, air threat simulation for surface ships, medical evacuation, maritime search and surveillance, civilian pilot training, and flight inspection of air route and terminal navigation aids.

Access to airports for private jets in Asia is often expensive and difficult. Commercial planes get priority at congested Asian airports, while smaller airfields lack suitable landing and navigational aids.

The situation is slowly im-

proving. But Michael Brown, media relations manager for the American company Raytheon Corporate Jets said that only when "more airfields, air management controls and traffic coordination systems are up will more entrepreneurs and government heads think about traveling in personal jets."

In the United States or Europe, operation of a corporate aircraft is often regarded as a sign of a well-run and successful company. In Asia, it still tends to be associated with extravagance.

"A lot of Asian business tycoons and top managers prefer to keep a low profile," said Jean Rosanvallon, Dassault's vice president of sales and marketing for the Falcon family of business jets. "They do not like to show off."

However, that too is changing as more Asian bosses acknowledge the convenience, security and prestige of private jet ownership.

Ting Pek Khing, a Malaysian construction and timber magnate known for the speed at which he executes projects, bought a Falcon 900B straight off the runway at an international air show on the Malaysian island of Langkawi in December.

Mr. Ting, who thinks nothing of flying to the Middle East and back in a day on business, previously owned a smaller, shorter-range business jet that

he was using for about 800 hours per year, considerably higher than the U.S. average of 500 hours.

His new Falcon, which cost \$22 million, can fly up to 15 executives in comfort at high speed for 5,600 kilometers (3,500 miles) nonstop. On short-range missions, the jet can carry a light fuel load and land or take off from small airports with runways of less than 4,000 feet (1,200 meters).

Mr. Rosanvallon said that about half the 130 Falcon 900s that have been sold are in the Asia-Pacific region.

Sustained economic growth and corporate expansion have brought the region "close to the point where business jets are becoming accepted as a good way of doing business," he added.

Several other Malaysian business chiefs have recently bought corporate jets, joining their counterparts in Indonesia, the Philippines and Thailand who use them regularly.

The Canadair aircraft company, another unit of Bombardier, sold one of its Challenger jets to a South Korean concern about 18 months ago. The company says it is the first business aircraft sale in South Korea. Asia represents about 12 percent of Canadair's global market for Challenger jets.

In seeking to sell private aircraft to corporate and government heads, manufacturers



Asian demand is growing for craft like the Learjet 60.

point to the value of being able to fly whenever and wherever they want without having to rely on commercial schedules.

"In terms of security and convenience, corporate jets are unbeatable," said Charles Williams, vice-president for international sales of Gulfstream Aerospace Corp., another American supplier.

He expects the Asia-Pacific market for executive jets to grow by between 5 percent and 10 percent over the next five years.

"China could be a huge market," said Theodore J. For-

mann, Gulfstream's chairman.

With the growth potential of the Asia-Pacific market and the long distances separating Asia from America and Europe in mind, both Gulfstream and Bombardier are developing long-range planes that will enable business and government leaders to fly nonstop from Tokyo to Los Angeles or Singapore to London.

MICHAEL RICHARDSON is the editor for Asia of the International Herald Tribune.

## Chinese Expansion Gives Sales a Lift

By Ted Plafker

TAKE a stroll along a fashionable Shanghai shopping street, or a walk through any Beijing hotel lobby, and it becomes immediately clear that a new class of Chinese jet-setter is being born. Not surprisingly, the world's leading commercial aircraft manufacturers are scrambling to provide them with their jets.

China, whose 33 airlines currently operate a combined fleet of 340 planes, is already among the world's largest markets for civilian aircraft. It is also the fastest growing.

Passenger volume has risen nearly 30 percent over each of the past three years, while the annual increase is expected to be about 20 percent for several years to come.

Annual aircraft imports since 1991 have averaged nearly \$2 billion. According to projections by Boeing Co., China will over the next two decades become the world's third-largest civilian aircraft market after the United States and Japan, spending nearly \$66 billion on new planes.

Other industry sources agree and estimate that 600 to 800 new aircraft will be purchased with that sum. Chinese estimates are even grander, predicting purchases of 1,200 airplanes by 2010, worth \$89.7 billion.

That sizeable pie in the sky is to be split, eventually, by Boeing, McDonnell Douglas Corp. and Airbus Industrie. In the near term, however, these manufacturers are planning for the possibility of some minor market turbulence in the form of a purchasing slowdown implemented by the Civil Aviation Administration of China to give the country's air transport infrastructure the breathing space it needs to catch up with all the recent growth.

The most serious problem is the shortage of trained pilots. China says that in order to sustain its growth, it will need 600 new pilots each year, but there are only 200 graduates per year from the country's single civil aviation college. In addition, a fifth of China's 5,000 currently serving pilots are due to retire within 10 years.

Equipment and personnel for air control, aircraft maintenance and even passenger ticketing are similarly stretched.

Far from being able to bring new planes on stream, some of the country's regional airlines have had to postpone new route plans and even ground new aircraft because of the shortage of flight crews, according to a report in the newspaper China Aero Information.

In their rush to keep up with mushrooming demand, China's airlines have suffered a notable lapse in safety. Five crashes in 1992 killed 380 travelers, and another half dozen accidents have occurred since then, including a midair explosion after takeoff from the popular tourist city of Xian of a Russian-built Tupolev in June that killed 160.

Although manufacturers may be reluctant to see a purchasing slowdown, they and other industry analysts agree that it is necessary. The precise terms of the moratorium have not been clearly stated, and previously ordered planes are still being delivered and negotiations on new orders continue to take

place. It appears that the informal directive may only prohibit the actual placement of new orders until sometime next year.

Meanwhile, manufacturers will be spending as much time working to help China improve its air traffic infrastructure as they do selling aircraft.

"We are actively involved in trying to help China solve its pilot training problem, through both in-country and overseas training," said Peter Chapman, president of Douglas Aircraft for China, the civilian division of McDonnell Douglas.

"We obviously see that as a route for us to sell more aircraft here," he added.

Boeing has also conducted crew training seminars, and Airbus Industrie has announced plans to do the same.

"China accounted for 14 percent of our worldwide sales last year, and that number may turn out to be even higher this year. That's why I'm here," said Mike Zimmerman, who was recently appointed president of Boeing China Inc.

Boeing has historically dominated the China market. The company got something of a head start when Richard Nixon, arriving in February 1972 at Beijing's Capital Airport for his ground-breaking trip to meet with the Chinese leader Mao Zedong, stepped onto the tarmac from a Boeing 707. China was apparently impressed with the aircraft, ordering 10 of them before the year was out. China took delivery of its 100th Boeing in 1992, and plans to receive its 200th this year.

McDonnell Douglas has taken a different approach, relying on technology transfers rather than state visits, for its entry into the market.

The company has cooperated with Chinese suppliers in Shanghai and Chengdu, enabling them to provide a variety of components for U.S. assembly operations, including nose structures, horizontal stabilizers, and, most recently, wheel well bulkheads.

McDonnell Douglas's earliest parts contract with a Chinese factory was signed in 1979 for landing-gear doors.

In 1985, McDonnell Douglas concluded an agreement with the Shanghai Aviation Industrial Corp. that called for the co-production, in Shanghai, of 25 MD-82 jet transports. Extended to 35 aircraft, the co-production project's last unit is scheduled to roll off the line this fall.

A new contract, valued at \$1.2 billion, calls for co-production in China of 40 additional MD-80 and MD-90 planes, to begin in 1996.

Company executives say that with China's demand expected to be so much higher, they also hope to sell U.S.-made aircraft as well. Airbus, entering the market only in 1985, has 17 planes in operation in China.

Russian manufacturers have also provided China with 30 passenger aircraft, most recently a pair of 120-seat Yakovlev Yak 42-Ds.

Many of the Russian craft are leased rather than bought, complete with Russian flight crews. Although these so-called "wet leases" offer a viable stop-gap solution to the pilot shortage, communications problems introduce additional dangers.

TED PLAFKER is a journalist based in Beijing.

## Betting on New Engine

Continued from Page 12

ment, that very newness also creates a sale obstacle in the civil aviation market, and GE's competitors are quick to capitalize on the fact that the GE90 lacks a track record for reliability and safety. "The one thing airlines are looking for is reliability and with the GE90 there's a higher risk," said the Rolls-Royce spokesman, adding that because its Trent is a derivative of the company's RB-211 engine, on the market for more than 20 years, "we can call on 40 million hours of experience."

While it is still early days, GE says it is satisfied with its engine's progress in the marketplace, where seven airlines, headed by British Airways, have selected the GE90 for 44 firm Boeing 777 aircraft orders and 28 options. That accounts for roughly one third of the 777s ordered to date. For more powerful "B" versions of the aircraft, which are designed to fly up to 7,500 nautical miles versus 5,500 nautical miles for the "A" version, GE claims half of the orders.

Other customers for the GE90 are Continental Airlines, Gulf Air, China Southern, Eurolair, ILFC and Lunda Air. Korean Airlines is currently weighing a purchase decision.

In 1991, the British carrier signed on as the launch customer for the GE90, selecting a

pair of the \$10 million engines for 15 of the 777s it ordered, and selecting it on 15 options.

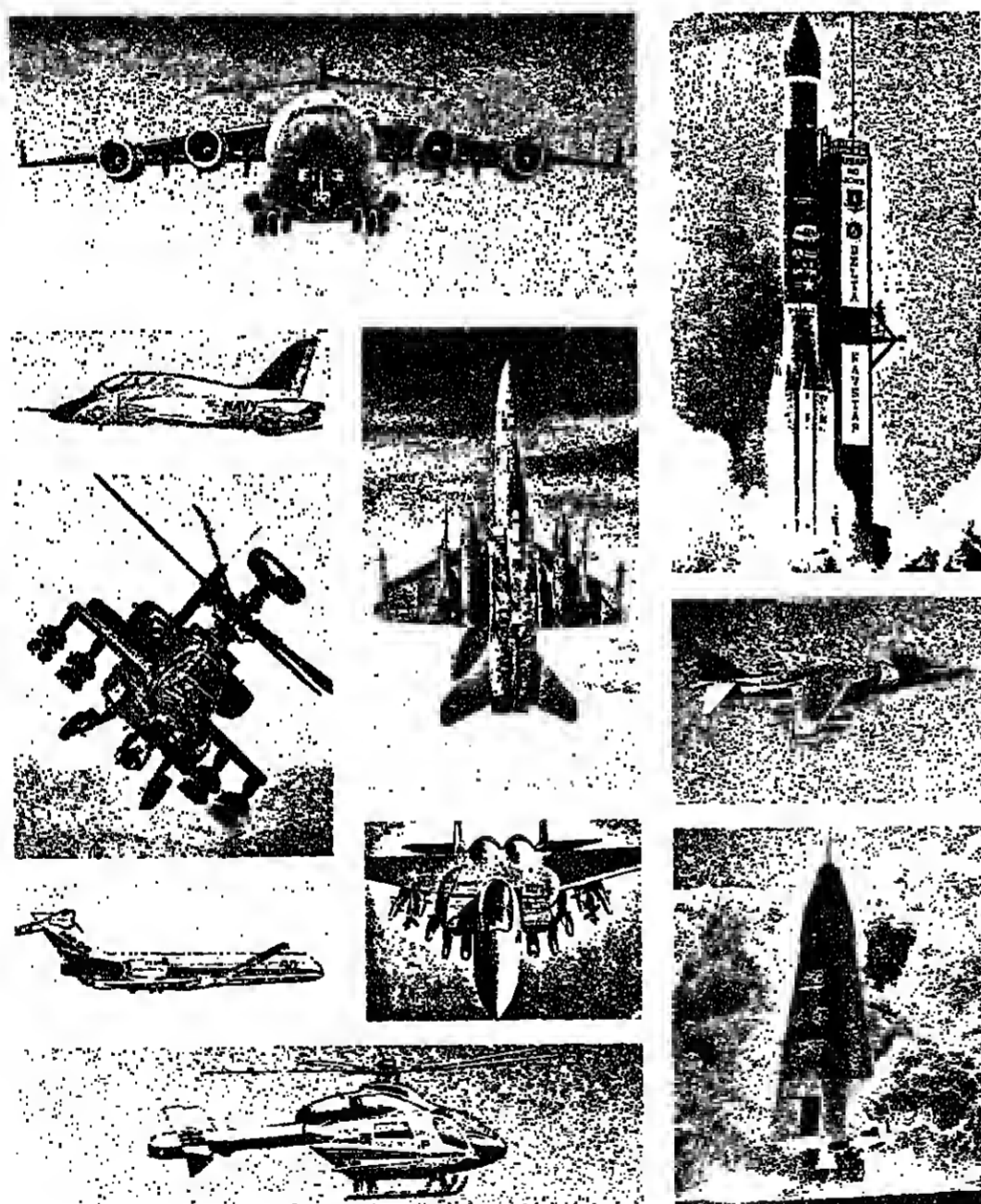
While claiming the GE90 is entirely new, Mr. Sparks stresses that the key technology it incorporates has been proven over the past 20 years in various research programs that were jointly funded by the National Aeronautics and Space Administration.

"The task was to package that technology into this engine," he said.

The GE90 is the first commercial aircraft engine to use carbon composite fan blades, which are lighter than titanium and "immune to the fatigue factor," Mr. Sparks said. The blade is significantly larger than on existing engines — 123 inches (312 centimeters) versus 110 inches for the Trent — resulting in 20 percent less noise.

The core of the engine, composed of a high-pressure compressor, combustor and high-pressure turbine, is derived from the GE/NASA Energy Efficient Engine program. Equipped on a 777-B, the engine will burn 4 percent to 5 percent less fuel than competing engines, Mr. Sparks said. The design also produces lower pollution emissions, far below current U.S. and international aviation guidelines, he said.

JACQUES NEHER writes from Paris for the International Herald Tribune.

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## Aviation / A Special Report

Expansion  
a LiftDespite the Hard Times,  
Charter Carriers Thrive

By Robert Bailey

LONDON — Over the last 30 years, Europe's charter airlines have provided the essential link in the creation of a mass holiday market for sun-seekers from Northern Europe. Two weeks at a Mediterranean resort is now affordable by virtually the whole working population.

For most air travelers, carriers such as LTU, Transavia, Monarch, Britannia, Air 2000, Excalibur, Britannia, Airtours and Monarch are not household names. Yet increasingly they are becoming a force to be reckoned with in Europe's aviation industry. About half of all intra-European passengers are now carried by the 100 or so charter airlines operating in Europe.

Their fleets total some 700 aircraft. Charter flights account for two thirds of passenger kilometers flown in Europe. In some sectors, the industry's presence is even more pronounced — as much as 70 percent of air traffic between Britain and Spain resulting from charter flights.

Europe is now estimated to account for two thirds of all chartered flights in the world. Many European charter companies are as big as or bigger than scheduled carriers. The British charter concern Britannia has four times the capacity of Ireland's Aer Lingus, while the Dutch Monarch is similar in size to Greece's Olympic Airways and Portugal's TAP.

The days are long since over when charter carriers operated aging airliners unwanted by major carriers.

LTU-International Airways, Germany's largest charter carrier, for example, has a fleet of 29 aircraft including Boeing 767s, 757s and McDonnell Douglas MD-11s as well as Lockheed TriStar L-1011s.

Since the end of the 1980s, most charter carriers have embarked on ambitious investment programs aimed at acquiring modern airliners, resulting in fleets that are often younger than those of scheduled carriers.

Danny Bernstein, joint managing director of Britain's Monarch Airlines, says the company has spent about \$1 billion in the last 10 years re-equipping its fleet. It now comprises four Airbus A300-600s, seven A320s, eight Boeing 757s and five 737s. Their average age is four years.

The charter carriers' fleets have to be top notch in order to meet intensive schedules. Their aircraft typically will be in service an average of 4,000 to 10,000 hours a year, compared with 2,200 hours for scheduled carriers.

Mr. Bernstein says that the industry has to have serviceable aircraft meeting noise level requirements enabling them to take off and land at night as well as the technology to land in poor visibility.

The expenditure on fleets has paid off with some polished financial results. The International Air Carrier Association

says that while European scheduled carriers lost a total of \$3.5 billion in the last two years and received another \$3 billion in state subsidies, its members collectively earned profits of some \$300 million.

There are a number of reasons for the difference in performance. A major characteristic of the charter industry is that it is a wholesale operation in which seats are sold to tour operators rather than to the general public. This gives a guaranteed traffic to the carrier. Charter airlines are usually vertically integrated with a tour operator. For instance, Britannia, which claims to be the world's largest charter airline, is owned by holiday group International Thomson; Monarch is linked to Cosmos and Air 2000 to Owners Abroad.

At least 75 percent of British charter airline business is generated by such integrated holiday industry groups.

Hugh Collinson, the managing director of Airtours, says: "The Airtours philosophy has always been that the airline was there to service the group's tour operations, being fully utilized on Airtours business and not dependent on third-party customers. This philosophy has been extremely successful and is fundamental to any future expansion."

Charter airlines have also proved to be ruthless in applying cost-cutting disciplines. Apart from flight-deck crew, other personnel are kept to a minimum during the winter while many of the sales, ticketing and advertising costs associated with scheduled carriers are avoided.

The whole charter sector has received a boost with the European Union's third aviation liberalization package, which formally ended many of the rules inhibiting charter operators. Since the beginning of last year, it has been legal for charter carriers to offer just seats instead of linking these to accommodation packages.

Carriers are also able to combine charter and scheduled traffic on the same flight in any proportion, sell directly to the public and carry cargo. They also have the right of access to almost any route between European Union states.

In regulatory terms, the distinction between scheduled and charter operators has become so blurred as to be largely irrelevant within Europe. However, there seems to be no move by either category of airline to push into each other's mode of operation.

"One must not be misled by the declarations and aspirations stated by charter airlines in the last 10-15 years who have talked tough to gain access to scheduled markets and which have had to lobby hard to gain the freedoms now provided," says IACA's director-general, Paul Holubwicz.

"The position now is that charter airlines can do what they like within the European Union. But most charter operators are happy to stay within their areas of operation. They have had to shoot for the stars to reach the moon," he adds.

As the charter industry seems intent on keeping to familiar ground, cross-border co-operation within Europe is also proceeding, albeit at a cautious pace.

Excalibur, one of the younger British carriers, has a fleet of five A320s and is one of the few independents not tied to a holiday group. It is one of those that sees potential for collaboration within Europe in the next few years.

Mr. Bernstein of Monarch believes that if more cross-border mergers do occur they will be slow to evolve. "The industry is in no rush," he says.

"The charter area is expanding rapidly and I have every confidence it will continue to do so. With Eastern Europe opening up as a destination, there is exciting new potential," Mr. Kolubowicz says.

ROBERT BAILEY is a writer based in London who specializes in aviation topics.

## How One Airline Cut Costs and Held Onto Profits

By Sarah Veal

IF British Airways has been able to remain profitable throughout the recession, much of the thanks goes to its early start in cost cutting. Its cost-cutting program, which was already in effect before the Gulf War was on the horizon, has cut costs by over £500 million annually for the past three years.

Thanks to the savings, which are the equivalent of \$765 million annually, BA had a pre-tax profit of £301 million last year.

BA launched the first phase of its cost-cutting plan, a cost review in the spring of 1990. Staff met in groups to see if any waste could be cut in their own departments. Recommendations ranged from reducing quantities of brochures printed to doing away with disposable coffee cups.

"The approach was to evaluate every area of our operation, however small, questioning every aspect of established procedures and looking for better and more efficient ways of doing things," according to a BA spokesman, Michael Blunt.

The program, called Sprint, yielded savings of £100 million.

The second phase, "Gap Closure," looked for ways to reduce or abolish costs as well as for opportunities to increase profits. In its first year, immediately following the Gulf War, Gap Closure saved the company £265 million — some £65 million above target.

British Airways was also the first airline to reschedule deliveries of aircraft to take account of the drop in passenger numbers. This cut-back saved a \$1 billion over two years.

Suppliers found that BA's determination to cut costs went for them as well. BA reduced the number of its suppliers from 10,000 to 3,500 and let the remaining ones know that automatic price increases were out. The airline issued targets to improve productivity and counteract inflation.

In 1993, a virtual price-freeze on 80 percent of aircraft maintenance parts went into effect. A hard bargainer.

British Airways even managed to buy two Boeing 777 flight simulators for the price of one. The airline also introduced better lifetime cost systems to get the best value for purchases, shortened the supply chain using information technology, reduced inventories and improved distribution.

"Each year our airline spends over £2 billion on services ranging from jumbo jets to paper clips," Mr. Blunt says. "A savings of just 1 percent adds up to £20 million."

Assets were also made to work harder. Two years ago, BA increased the average number of hours flown by aircraft by 8 percent. Last year, this went up 4 percent more. With fewer but more efficiently used aircraft doing the job, some £600 million were saved in new aircraft.

Changes in working practices have also boosted productivity by 39 percent. The key area was greater flexibility. In the maintenance of its 747s alone, this increased productivity has saved the airline £10 million.

The airline also attacked costs in its British and European operations by revising its cost structure and basing these activities at the cheaper Gatwick Airport, rather than Heathrow.

BA's globalization strategy, including strategic alliances with USAir, Qantas, Deutsche BA and TAT, resulted in savings of £10 million last year. The airline forecasts that its alliance with USAir alone will save it some £70 million in 1994-95.

Other airlines were not long in following British Airways' cost-cutting

crusade, as the Gulf War and subsequent recession began to take deep bites into their profitability. Over the past two or three years, the industry-wide battle has been to reduce unit costs and hold capacity steady while waiting for traffic to increase.

Cost-cutting measures have included layoffs — 36,000 jobs have been cut among IATA member carriers since 1991 — canceled aircraft orders, re-financing, sales or leasing of aircraft, the scrapping or consolidating of routes, alliance agreements between carriers, the subcontracting of back-office activities and maintenance, and even franchising, whereby a small regional carrier takes over less lucrative operations under a major carrier's name and flight numbers.

But such measures take time to show up on the books. Last year, for example, average yields fell faster than unit costs.

"The airlines still have 2 or 3 percentage points to go before they are back at the achieved load factor of 1988 when they last made a half-decent profit," says Tim Goodyear, a spokesman for the International Air Transport Association in Geneva, which is now in the process of creating a cost-containment database based on the input of 35 of its member carriers.

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## w Engine



The Hercules C-130: Stretching defense dollars.

## Cutting Military Costs

Continued from Page 12

n Moscow would be no match for U.S. capabilities.

A question less easily answered is whether this tendency to rely on proven aircraft will enable Western forces to cope effectively with more dire contingencies that could lie ahead.

As shown in the Gulf War, where allied air power only managed to knock out part of Iraq's key facilities, deeply dug-in targets will only become vulnerable from the air with the emergence of expensive new technologies such as better earth-penetrating warheads, analysts say.

For the moment, however, costly innovations seem unlikely to replace the preference for continuing to live within

the available technology — a mood typical of every postwar cycle, according to Mr. Lundquist. "This goes on every time until people see a new threshold."

No matter how much the black boxes are improved, the platforms eventually will have to change. After a similar squeeze on military spending in the wake of World War II, the U.S. air force found itself partially unready for the Berlin airlift and the Korean war because of inadequate military transport. But the gap was quickly filled, partly thanks to technologies just entering the aviation industry, by Lockheed's new baby, the C-130.

JOSEPH FITCHETT is on the staff of the International Herald Tribune.

## '94 May at Last Bring Airline Profits Back

By Conrad de Aenlle

**T**HIS could be the year in which the commercial aviation industry turns itself around and begins to run its business at a profit.

Nice if it happens. Unfortunately, that same forecast, or something like it, has come up anytime airline finances were mentioned over the last three years — a horrific period in which the world's air carriers had total operating losses of close to \$13 billion, according to the International Air Transport Association in Geneva.

Even after the recession ended in the United States and started to disappear elsewhere, the economic downturn still haunted the airline industry. Business and holiday passengers shopped around with rare zeal for the lowest fares and until this year, stayed home when they couldn't find them. About the only bright spot last year was that airlines lost less on their operations than the year before. Still, they could only get within \$4.1 billion of breaking even.

This year "is the third time that we've heard the airlines will turn themselves around," said Guy Kekwick,

who follows the industry for Lehman Brothers. But he adds, "I think it may actually happen this time."

The reason the industry has been in such bad shape, he said, is "the capacity problem that clearly is now easing. Given the level of aircraft orders we've seen, the capacity problem is clearly over."

In the first half of the year, IATA figures show, capacity was up by 5 percent, while traffic more than kept pace, rising by 8 percent.

Looking further out, Mr. Kekwick said he expected passenger growth of 6 percent in each of the next four years, and an increase in net capacity of 2 percent. "If those statistics do hold true, within two and a half years you'll be back at the stage where supply and demand will be back in line," he said. "Deeply discounted tickets will be limited."

The discounts made a considerable contribution to airlines' losses. While carriers will slash fares to try to fill more seats and preserve their share of the market, it usually turns out to be a losing proposition.

"In a recession, history will show, it's very difficult to entice sufficient passengers by lower fares to result in in-

creased revenue," said Lee Howard, president of the consultancy Airline Economics. What has been especially frustrating for the airlines is that passengers continued to play hard-to-get even after the U.S. economy had sprung out of its lethargy.

"We were not in recession, but customers were reacting to fare cuts as if we were," Mr. Howard said. "They still had concerns that consumers normally have about economic security" when a recession is in force.

"Passengers are now reacting more to normal times than they did previously," he added. "That's the largest single factor with regard to what bit of recovery has been achieved. The airlines have been a lot more realistic in their pricing. They've been better able to control fare wars."

Airlines have also been able to boost revenue through a marketing strategy called code-sharing, in which carriers with complementary route systems issue tickets for each other's flights. This is likely to be an increasingly important factor in airline operations in years to come, those close to the industry believe.

"There are a lot more global alliances in which you buy a ticket on one

airline and go most of the way on another," Mr. Howard said. "For European carriers, it gives them access to an awful lot of U.S. points that they could not secure in any other way. The same is true of U.S. carriers on the European side."

Not only are airlines beginning to shake loose more money from the flying public, but their efforts at cutting expenses are at last taking hold as well. After rising for several years, unit operating costs fell by 0.1 percent in 1992 and by 6.2 percent last year, IATA figures show.

The combination of lower costs and higher fares should be enough to put the airlines into profit. IATA is forecasting net income of \$1 billion this year. Mr. Howard is less hopeful. He is predicting a break-even year in 1994, followed by operating profit of \$2.5 billion to \$3.5 billion and net income of "possibly up to \$1 billion" next year, and perhaps a bit more in 1996.

Bringing down costs is critical because the revenue side of the equation depends on economic circumstances and is largely out of the airlines' control.

CONRAD DE AENLLE specializes in economic and financial topics.

## Good Money After Bad?

**T**HE \$6 billion that the European Commission has allowed the French and Greek governments to give their chronically ill state airlines will get them through their immediate crises, but unless they re-form their profligate ways, no amount of money is likely to transform them into sound, money-making businesses.

While \$6 billion ought to buy a lot of reform, the prevailing opinion among many who follow the fortunes of European air carriers is that the money will buy time, but not much else of value.

"What's going to happen is some of the carriers in a precarious position will continue to make cosmetic micro-changes until the cash runs out, then be dismantled or, at best, reformed," reckons Brian Clancy, a principal at the aviation consultancy MergersGlobal. "Others will say that if we jump the grenade now and take the pain, we're going to come out ahead."

Indeed, many European airlines have been avoiding pain, or even telling themselves they

feel pretty good. Many of the small-to-medium-sized airlines expanded their fleets in the early 1990s at a much faster rate than the growth in the number of passengers.

One small airline that has been doing its grenade-jumping best, Mr. Clancy believes, is Aer Lingus. The Irish flag carrier has taken steps, often severe ones, to cut its costs. It recently cut its maintenance staff to 600 from 1,900, for example.

"If they sit down with everyone and show them where the writing is on the wall, they'll come to their senses," he said. "It's a small carrier. It's easier to circle the wagons."

When Air France tried to do that last year, there were violent strikes staged at French airports, and the government backed off its plan to lay off several thousand employees.

"One of the first questions you have to ask yourself is can you separate French culture from French business," Mr. Clancy said. The resistance to reform "reflects the country's attitude toward corporate governance. In the state-supported industries, it has a tremendous impact on the way they do business."

"For Air France to get from here to there, to a sustainable competitive position, it will have to go through serious draconian change," he said.

That is what a lot of carriers in Europe and the United States did, and it explains why British and American objections to the bailout in July have been the most vehement.

The day before the vote, Federico Peña, the American transportation secretary, said in a letter to the Commission that "access by state enterprises to money of this sort is flatly unfair to competing, private airlines, which cannot draw from the coffers of government."

Likewise, Sir Colin Marshall, chairman of British Airways, said it was "a serious setback for the development of a genuine free market in air transport in Europe."

What worries them is that Air France will use its windfall of 20 billion francs (\$3.8 billion), to finance operations rather than to cut its cost structure. If that's all it does, then the money "may get them through last year, this year and next year," said Guy Kekwick, a Lehman Brothers analyst. Then, "as you head for the next down cycle, we'll be having the same conversation again. They have to use it to get costs back in line."

The diagnosis is the same for Olympic, which was allowed to wipe more than \$2 billion of debt off its books, and the prognosis is just as uncertain.

"Olympic has not done anything because the pilots are opposed to any restructuring," said a consultant familiar with the company's operations. "The pilots are the aristocracy, and they are opposed to any reduction in service, especially in the long-haul market. Those flights, which mainly

carry emigrants back home for visits, "are contributing most to the losses," he said. "The airline is stuck with large aircraft that are too big for the routes, except for two months of the year."

Kevin Murphy, an analyst at Morgan Stanley, said the subsidies to Olympic and to Transportes Aéreos Portugueses, the Portuguese flag carrier that

Many believe the aid will buy European carriers time, but not much else.

was given \$1 billion earlier in July, may make them takeover candidates.

"I think European airlines are prone to mergers and acquisitions," he said. "The smaller guys are increasing at a disadvantage."

The buyers would likely be the bigger airlines on the continent — British Airways, KLM, Royal Dutch Airlines and the German carrier Lufthansa. Mr. Murphy said a fourth company could join the ranks of the big operators if it straightens itself out: Air France.

"If they do achieve these goals, 20 billion francs is going to make Air France a much larger carrier, of a size competitive with the bigger airlines," he said.

Mr. Clancy offered a few ideas for making Air France work better: "The first thing I would do is segment the business rather than put everything under the Air France umbrella. Give management profit-and-loss responsibility for each unit and complete freedom for budget and fares."

The next step, he said, would be to unload the subsidiaries that provide the various ancillary services that airlines rely on and instead contract with outside companies.

"I would spin all that stuff off," he said. "It would bring cash into the company and provide focus for senior management. Can you see trying to run an airline and having to worry about the catering business? Who cares?"

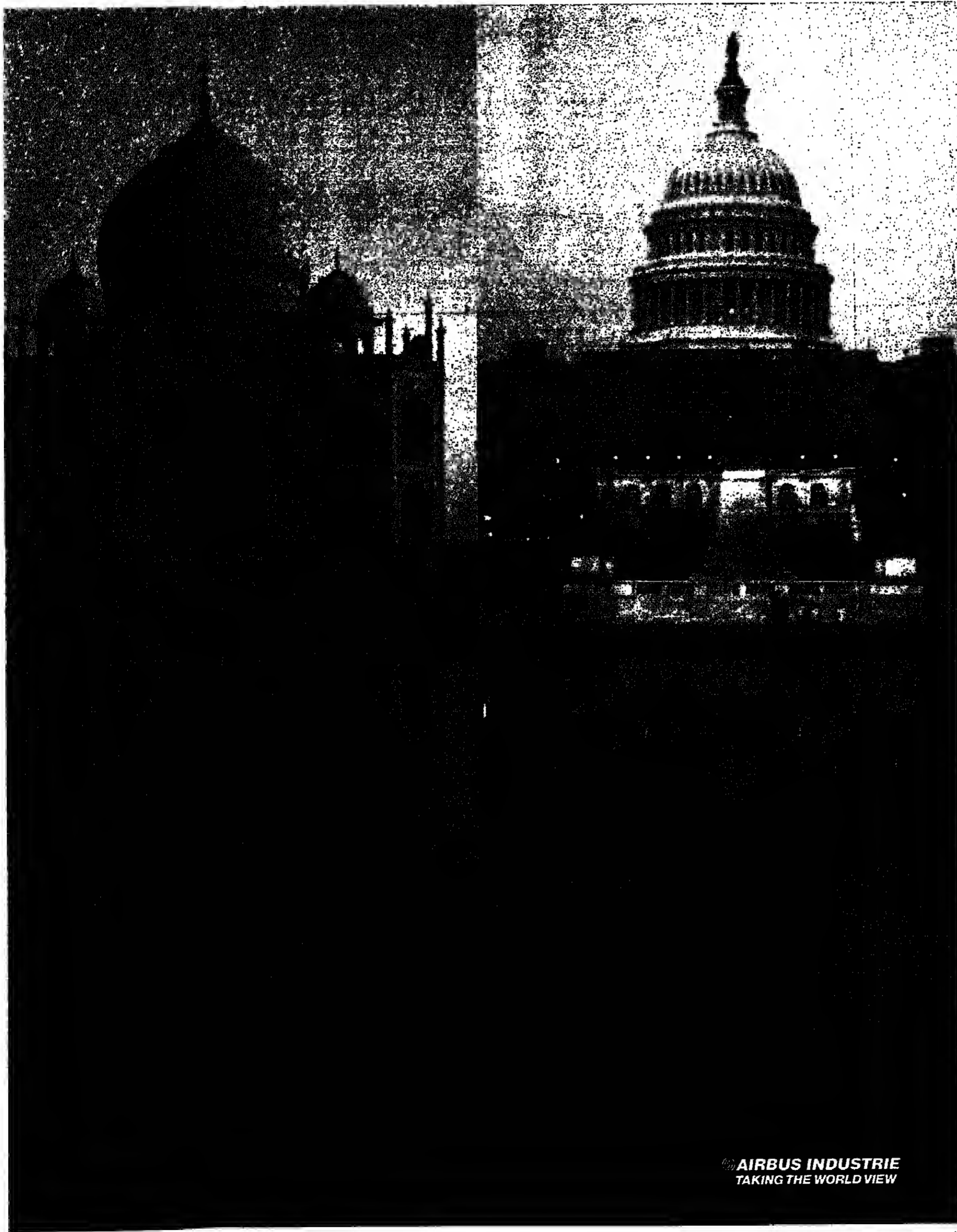
If the airlines, especially the smaller ones, don't play it straight and use their subsidies to remake their businesses, there is a chance of bankruptcy. That's the economic reality of the straits they're in, but the political reality is different.

"I don't know whether they'll survive," said the consultant who discussed Olympic's difficulties. "There's tremendous pressure to keep these airlines going. The ECU says never again, then in five years they'll come back and say once more, never again. The pressure toward efficiency and privatization is there, but the political philosophy in European countries works against that."

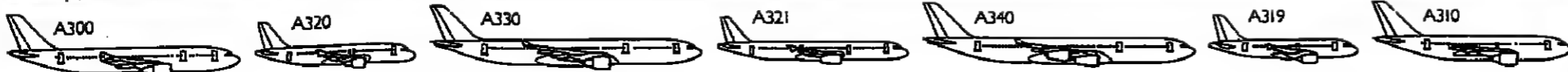
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AIRBUS INDUSTRIE  
TAKING THE WORLD VIEW



## From Drawing Board To the Air for New Jet

Continued from Page 12

guing that for extended flights, two jets are no more economical than four. This is because the high-thrust engines needed for take-off are excessively powered at cruising speed, Airbus argues.

Boeing counters that the new high-bypass engines developed for the 777 by the three leading engine manufacturers — Pratt & Whitney, General Electric Co. and Rolls-Royce — are both cost-efficient and exceptionally quiet. They are also massive — about as wide as the fuselage of Boeing 737 aircraft — and will enter service at 77,000 pounds of thrust. This is some 78 percent more efficient than the engines used on the Boeing 747 jumbo.

Engines being developed for the longer-range 777 will be rated at 84,700 pounds of thrust. Boeing says the engines can be developed to even higher thrust ratings to power later variants of the plane, including a stretched model planned for 1998.

Boeing has 147 firm orders for the 777 and 108 options. The first delivery, to United Airlines, is scheduled for May 1995.

The 777 incorporates radical developments in air foil, materials and control system technology. Boeing claims that the wingspan of 200 feet (60 meters) is the most aerodynamically efficient air foil ever developed for a subsonic commercial aircraft.

To enable the plane to fit in the same gate space as smaller aircraft at crowded airports, the Boeing 777 has a hinged wingtip, reducing the span to 155 feet. Boeing claims that the longer, thicker wing will enable

the aircraft to carry full passenger loads out of many high-elevation or high-temperature airfields.

The aircraft uses a newly developed light aluminum alloy in the upper wing and stringers, and weight-saving composite materials in the fuselage and tail surfaces. Composites account for about 9 percent of the plane's structural weight compared with about 3 percent on other Boeing jets.

For the control system, Boeing has adopted the same kind of computerized "fly-by-wire" system as the Airbus. It has retained the traditional control yoke, which many pilots prefer to the Airbus-style controls, which are placed on small joysticks on each side of the cabin.

The cabin interior is one of the most spacious ever developed, allowing airline operators a wide variety of choice in configuration. As with any new aircraft, the 777 has been designed in close cooperation with the airlines that intend to buy it.

The plane is a further illustration of the extent to which the aircraft industry has become internationalized. An American component manufacturer makes much of the European Airbus, so do European and Asian companies contribute heavily to the building of the 777.

The largest single overseas participant in the 777 program is the Japanese aerospace industry. Led by Mitsubishi Heavy Industries, Kawasaki Heavy Industries and Fuji Heavy Industries, this group is helping design and build about a fifth of the aircraft structure.

BARRY JAMES is on the staff of the International Herald Tribune.

## China Divers Win 3 Golds

Needing to score more than 62 points on her final dive, Furukawa made an inward 3½ somersault that earned her scores of 8.5 and four 8.00s for 75.48, easily the highest of the competition.



Her husband and coach, Bob Kersee, had begun arranging her tour through Europe when the offers came back and they realized that her unique success — no woman in track can match her — had been devalued.

"It upset me more, of course," Bob Kersee said of the money. "But this was one time where she and I did agree. Jackie has never jumped for the money, but this was more about her past performances. I think the toughest competi-

Anyway, to finish his story, the rest of the field helped him with a slow 800 meters of 2 minutes, 7 seconds, which allowed Morceli to kick home in 3:40.89, easily beating his new 20-year-

As for Christie, the Briton who was born in Jamaica, he was second by one one-hundredth of a second to Dennis Mitchell of the United States, who won the men's 100 in 10.12 seconds. Afterward, Christie, Mitchell and Jon Drummond of the United States — third in 10.18 seconds — argued happily over which of them had been No. 1 this year. They laughed in agreement that it wasn't Carl Lewis.

Under a rewriting of the Olympic Charter, Samaranch will be able nominate as many as 10 new members for either their "function" or their "particular qualifications."

IOC members said the revolt against Samaranch's original proposal was led

The biggest winner could be the International Amateur Athletic Federation's Primo Nebiolo, the powerful head of world track's governing body. He is president of the association of

Nebiolo, who has made athletics one of the world's most lucrative sports, was appointed to the IOC two years ago under a special procedure foreshadowing Sunday's decision. He is

These sources said the IOC leader had a list of more than 20 people he wanted to bring into the IOC and was hoping some of those would be chosen in routine IOC elections scheduled for Monday. (Reuters, AP)

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# MONDAY SPORTS

## Date, Sabatini Gain Quarterfinals, And Stich Powers Into 4th Round

**NEW YORK** — Fifth-seeded Kimiko Date of Japan struggled, but finally outlasted Leila Meskhi of Georgia on Sunday to become the first player to reach the quarterfinals of the U.S. Open tennis championships.

The 6-2, 6-7 (5-7), 7-5 victory put Date into the quarterfinals for the second straight year.

Eighth-seeded Gabriela Sabatini of Argentina, the 1990 champion, also advanced into the quarterfinals by defeating Elena Likhovtseva of Kazakhstan, 6-2, 6-0.

In third-round men's singles, No. 4 Michael Stich of Germany and his compatriot Joerg Renzenbrink posted straight-set victories.

Date could have — and should have — won in straight sets. After closing out the first set, she jumped out to a 3-0 lead in the second set and served to go up 4-0.

Instead, she dropped her next two serves, double-faulting at break point both times. The women battled into a second-set tiebreaker, in which Date went up 5-4 and could have served out the match.

But she put a forehand into the bottom of the net to level the tiebreaker at 5-5, then did it again, giving Meskhi a 6-5 advantage and a set point. The Georgian needed only one point, hitting a running two-handed backhand passing shot down the line.

Date failed to close out the victory in the ninth game of the third set when she reached 30-40 for a match point on Meskhi's serve. She then held through three deuces to take a 6-5 lead, then broke Meskhi at 30 to finally win.

Sabatini didn't show the attacking game that took her to the title here four years

ago. But against Likhovtseva, she didn't need to. The Argentine's baseline game was good enough to boost her to the quick 62-minute victory.

For Stich, it was the first fourth-round appearance in a Grand Slam tournament since Wimbledon in 1993. In what turned out to be an easy victory, he defeated Byron Black of Zimbabwe, 7-6 (7-5), 6-2, 6-1 in 1 hour, 32 minutes.

Renzenbrink downed Andrea Gaudenzi of Italy, who had conquered Jim Courier on Friday, 6-4, 6-1, 6-3, in a battle of unseeded players.

Such, the 1991 Wimbledon champion, had 10 aces and six double-faults.

Renzenbrink, playing on an outside show court, also used a big serve to overpower his opponent. He had 12 aces and seven double-faults.

**Agassi Surges, Davenport Falters**

While Andre Agassi surfaced, soared and happily buried his used shirts into a sea of waiting arms on the Stadium Court on Saturday, a flummoxed Lindsay Davenport sank like a stone, a victim of self-sabotage and a speedy challenger who made no distinction between favorites and flounders. The New York Times reported.

"I just think about just watch the ball, don't think about my opponent is seeded player, she is top 10, she is Lindsay Davenport," said the 44th-ranked Mana Endo of Japan, whose ground strokes are more fluent than her English but whose strategy proved wise.

Davenport, seeded sixth and expected to leave her mark here in the later rounds, instead left the Open crestfallen after her game was buffeted by the wind and dis-

same diminutive underdog who ousted her on grass last year in Eastbourne, England.

Meanwhile, the 20th-ranked Agassi, unseeded and unconcerned by it, persisted in surging through the draw at a piranha's pace. Agassi's appetite for the validation of a second Grand Slam crown has gone unsatisfied since his 1992 sleeper run at Wimbledon.

His latest victim was 12th-seeded Wayne Ferreira, who seemed surprisingly unconcerned himself in the act of being devoured, 7-5, 6-1, 7-5, by Agassi's relentless baseline repertoire.

Agassi's agility projected him straight into a fourth-round assignment with one of his American peers, Michael Chang. The sixth-seeded Chang was the beneficiary of a truncated workday after his opponent, Jim Grabb, surrendered to a chronic shoulder injury and bailed out of their match with Chang far ahead, 6-1, 4-1, in the second set.

No. 3 Sergi Bruguera, the only player left in the Open who still insists he is incapable of winning it, advanced to the Round of 16 the clay-court way, with an arduous five-set battle against Germany's Marc Gollner.

On Friday, Courier's comeback from an eyerubbing of a self-imposed exile was cut short. From top seed at the Open in 1993 to second-round loser, Courier continued his year-long plunge when he was eliminated by Gaudenzi, 7-5, 6-2, 3-6, 6-3.

No. 11 Courier was not alone among the seeds to fall, as the spaghetti connoisseur Andrei Medvedev of Ukraine, the eighth-seeded man, was bounced by Karel Novacek of the Czech Republic, 6-3, 6-2, 6-2, and Ann Grossman eliminated No. 9 Mary Joe Fernandez, 6-4, 6-4.



Michael Stich gained the fourth round by defeating Byron Black of Zimbabwe.

### SIDELINES

#### Romero Wins Golf Title

**CRANS-SUR-SIERRE, Switzerland** (AP) — Eduardo Romero of Argentina shot 4-under-par 68 Sunday to win the European Masters golf tournament by one stroke over Pierre Fulke of Sweden.

Romero, who was four shots up with three holes to play, three-putted the 18th, while Fulke birdied the hole for a round of 67.

Jean Van de Velde of France carded 66 to share third place with 1993 champion Barry Lane of England and Sam Torrance of Scotland.

Bob Estes, off a 6-under-par 65, took a one-stroke lead over Mark Calcavecchia into Sunday's final round of the Greater Milwaukee Open.

#### Mavericks Sign Kidd

**DALLAS** (AP) — The Dallas Mavericks signed All-American guard Jason Kidd to a nine-year, \$60 million contract Saturday, making him the first of the top eight 1994 draft choices to sign. He was selected second overall in the June draft.

The Mavericks said second-round draft choice Deon Thomas, a 6-8 forward from Illinois, had signed with TDK Manresa in the Spanish Pro League.

#### For the Record

**Billy Wright**, 70, the defender who captained England's national team in 90 of his 105 international appearances from 1947-59 and became the first British soccer player to play 100 times for his country, died Saturday at his home in London after a lengthy battle with cancer. (AP)

**Gen Rose**, 89, who in 1928 became the first Arkansas basketball player to be named an All-American, then later coached the Razorbacks to five Southwest Conference titles, died in Fayetteville City, Arkansas. (AP)

### SCOREBOARD

#### CFL Standings

Eastern Division			
Team	W	L	T
Washington	4	2	0
Baltimore	3	3	0
Toronto	2	4	0
Ottawa	2	4	0
Hamilton	1	5	0
St. John's	0	6	0

Western Division			
Team	W	L	T
Edmonton	4	2	0
Calgary	3	3	0
Saskatchewan	2	4	0
Sacramento	1	5	0
San Diego	0	6	0

#### Top 25 College Results

How the top 25 teams in the Associated Press college football poll fared last week:

1. Florida (1-0) beat New Mexico State 7-0. Next: vs. Kentucky, Saturday 12; Nebraska (1-0) did not play. Next: at Texas Tech, Sept. 12; Notre Dame (1-0) beat Northwestern 42-25. Next: vs. Michigan, Saturday 14; Florida State (1-0) beat Virginia Tech 41-7. Next: at Georgia Tech, Saturday 15; Michigan (1-0) beat Boston College 34-26. Next: at Notre Dame, Saturday 16; Miami (1-0) beat Georgia Southern 34-0. Next: at Arizona State, Saturday 17; Arizona (1-0) beat Georgia Tech 19-14. Thursday, Sept. 18: vs. New Mexico State, Saturday 19; Penn State (1-0) beat Mississippi State 34-10. Next: vs. Southern Cal, Saturday 20; Wisconsin (0-0) did not play. Next: Eastern Michigan, Saturday.

11. Alabama (1-0) beat Tennessee-Chattanooga 42-15. Next: vs. Vanderbilt, Sept. 12; Auburn (1-0) beat Mississippi State 27-17. Next: vs. Northeast Louisiana, Saturday 13; Tennessee (1-0) beat No. 11 UCLA 25-22. Next: at Georgia Tech, Saturday 14; UCLA (1-0) beat No. 12 Tennessee 25-20. Next: vs. Southern Methodist, Saturday.

#### Major College Scores

**EAST**  
Cant. Florida 28, Maine 6  
Gannon 21, St. Francis 9  
Michigan 21, Conn. 7  
Robert Morris 24, Westminster 19  
Rutgers 28, Kent 6  
Villanova 22, Fordham 7  
West Virginia 16, Ball St. 14  
William & Mary 38, Rhode Island 17

**SOUTH**  
Alabama 31, Alabama-Birmingham 24  
Belmont-Cooke 34, Johnson C. Smith 7  
Delaware 27, Cheyenne 19  
Duke 49, Marshall 14  
Florida A&M 28, Tennessee 9  
Georgia 24, South Carolina 21  
Grambling 31, Alcorn 31  
Howard 12, N.C. Wesleyan 23  
James Madison 35, Buffalo 6  
Kentucky 20, Louisville 14  
Liberty 40, Concord 30  
Marshall 71, Morehead St. 17  
McNeese 51, Illinois 17  
Middle Tenn. 31, Tennessee St. 10  
Mississippi 17, Memphis 6  
N. Carolina A&T 38, N.C. Central 9  
Richmond 24, VMI 31  
South Carolina 46, Winston-Salem 27  
Sam Houston 37, Jacksonville 10  
Spartan 20, Bethel, Tenn. 4  
Southern Miss. 25, Tulane 10  
Southern U. 20, RW Louisiana 0  
Vanderbilt 35, Wake Forest 14

#### U.S. Open

**Men's Singles, Second Round**  
Stefan Edberg (S), Sweden, def. Jeff Tarango, U.S., 6-2, 6-2; Michael Smith (A), Germany, def. Steve Byron, U.S., 6-4, 6-2; Todd Woodbridge, Australia, def. Mark Pincus, Britain, 6-3, 6-2; Marcos Ondruska, South Africa, def. Christian Bergstrom, Sweden, 7-6 (7-5), 6-3; Joerg Renzenbrink, Germany, def. Karim Alami, Morocco, 6-4, 6-2; 6-4; Zina Garrison (A), U.S., def. Rosalinda Gilbert, France, 6-4, 6-2, 7-6 (7-5); Byron Black, Zimbabwe, def. Francisco Clavero, Spain, 7-6 (7-5), 6-4, 6-2; Karel Novacek, Czech Republic, def. Andrei Medvedev (U), 6-3, 6-2; 6-2; Javier Franco, Argentina, def. Vincent Slocum, U.S., 6-4, 6-1; 6-4; 7-5; Jonas Bjornkron, Sweden, def. Alex O'Brien, U.S., 6-2, 6-2; 6-4; Roger Smith, Bahamas, def. Henrik Holm, Sweden, 6-4, 6-2, 6-4, 6-2; Andrei Gaudenzi, Italy, def. Jim Courier (1), U.S., 7-5, 6-3, 6-4; 6-2; Carlos Costa, Spain, def. Richard Krajicek, Netherlands, 6-4, 7-6 (7-5), 6-3, 7-6 (7-5); Jaime Zangara, Peru, def. David Whit, U.S., 6-4, 7-6 (7-5), 6-4, 6-2; Yevgeny Kafelnikov (A), Russia, def. Martin Damm, Czech Republic, 6-3, 7-6 (7-5), 7-6 (7-5); Petr Sampras (1), U.S., def. Daniel Vacek, Czech Republic, 6-4, 6-4, 6-4.

**Men's Singles, Third Round**  
Thomas Muster (A), Austria, def. Thomas Enqvist, Sweden, 6-4, 6-2; Sergi Bruguera (1), Spain, def. Marc Gollner, Germany, 6-4, 6-2; 6-4; 6-2; Andre Agassi, U.S., def. Wayne Ferreira (1), South Africa, 7-6 (7-5); Bernd Karbacher, Germany, def. Marc Rosset (1), Switzerland, 6-4, 6-2, 6-4; 6-2; Richard Richter, Houston, def. Richard Fromberg, Australia, 7-6 (7-5), 7-6 (7-5); 6-4; 6-2; Andre Agassi, U.S., def. Patrick Rafter, Australia, 7-6 (7-5), 6-2, 6-2.

**Women's Singles, Third Round**  
Elena Likhovtseva, Kazakhstan, def. Natalia Medvedeva, Ukraine, 7-6 (7-5), 7-6 (7-5); 6-4; 6-2; Gabriela Sabatini, Argentina, def. Conchita Martinez (1), Spain, 6-4, 6-2; 6-4; 6-2; Andre Agassi, U.S., def. Wayne Ferreira (1), South Africa, 7-6 (7-5); Bernd Karbacher, Germany, def. Marc Rosset (1), Switzerland, 6-4, 6-2, 6-4; 6-2; Richard Richter, Houston, def. Richard Fromberg, Australia, 7-6 (7-5), 7-6 (7-5); 6-4; 6-2; Andre Agassi, U.S., def. Patrick Rafter, Australia, 7-6 (7-5), 6-2, 6-2.

#### Baseball

**Japanese Leagues**

Team	W	L	T
Yomiuri	42	21	0
Hiroshima	39	24	0
Chunichi	36	27	0
Hanabishi	35	28	0
Yokohama	32	31	0

**European Masters**

Final leading scores Sunday from the par-72, 4,375-yard Crans-sur-Sierre (Swi) club:

Player	Score
Eduardo Romero, Argentina	68 (-8)
Pierre Fulke, Sweden	70 (-6)
Jean Van de Velde, France	68 (-6)
Barry Lane, England	67 (-6)
Sam Torrance, Scotland	67 (-6)
Nick Faldo, England	69 (-4)
Martin Goss, England	69 (-4)
Bernhard Langer, Germany	69 (-4)
Adam Hunter, Scotland	69 (-4)
Par-Ulrik Johansson, Sweden	69 (-4)
Ralf Goosen, South Africa	69 (-4)
Gordon Brand, Jr., Scotland	69 (-4)

#### Baseball

**Friday's Game:** Jordan did not start as the Huntsville Stars defeated the Birmingham Barons 14-6. He entered the game as a defensive replacement in the eighth inning, handled no chances and did not bat.

**Saturday's Game:** Jordan went 4-for-4 on the Barons' roster with a 4-2 victory over the Huntsville Stars. Jordan batted out to the first baseman in the second inning, struck out in the fourth and sixth, and filed out in the ninth. Starting in left field, he handled no chances.

**Seasonally:** Jordan batted .202 (80-for-400) with 48 runs, 17 doubles, one triple, three home runs, 51 RBIs, 51 walks, 14 strikeouts and 101. He has 213 outs, six assists and 11 errors in the outfield.

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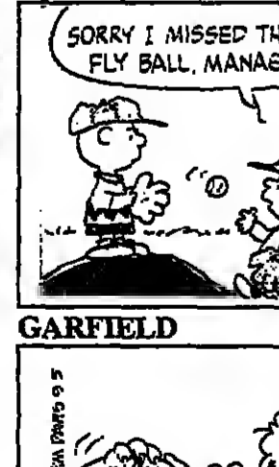
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### PEANUTS



### GARFIELD



### BEEBLE BAILEY



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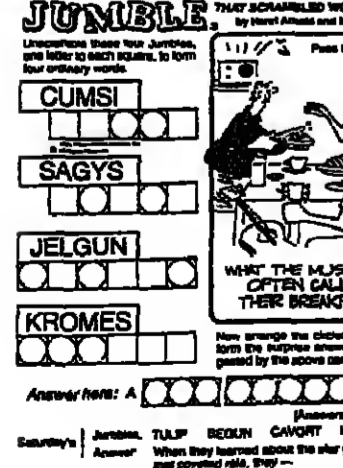
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## LANGUAGE

## Where Have the Fair Maidens Gone?

By William Safire

**WASHINGTON** — Where are the fair maidens of yesteryear? The noun, developed from an Old English word dating from the year 950, long ago acquired a poetic or archaic air; a *maiden* was defined as "an unmarried woman," with the particular expectation of virginity. The *maidenhead* was the hymen, a membrane unbroken in many women who had not had sexual intercourse. A *maidservant*, first used in the 1382 Wycliffe Bible, was a young woman who served a master or mistress; a half-millennium later, Thursday became *maid's night* out.

In today's language, the *maidservant* has been euphemized; if you want maid service at a hotel, you punch "housekeeper." And if you want to hire a maid, you look in the classified ads under *domestic servant*; only in casual speech do you wish you could afford to hire a maid. The noun hangs on in *maid of honor*, the chief unmarried attendant to the bride at a wedding; the association with "honor" may be preserving the usage, as nobody has yet demanded to be called *bride's chief female attendant*.

*Maiden*, as an adjective meaning "first," rooted in the metaphorical loss of virginity, is also falling into disuse. A ship's first venture by the owner after delivery by the builder is still called the *maiden voyage*, but how many cruise ships are being launched these days? In Britain, the first speech by a newly elected member of Parliament is still a *maiden speech*, a vestige of the days when new members were expected to be shy and demure; when Sir Alan Herbert's first address in the House of Commons was unusually forthright, Winston Churchill evoked the early meaning of *maiden* by calling it "a brazen bussy of a speech."

The latest assault on the adjective *maiden* is in its use defining an unmarried woman's name. The French have long used *maiden* to identify the last name of a woman before her marriage, but we have since 1689 preferred *maiden name*. Now we are beginning to hear *birth name*, as if *maiden* were somehow pejorative or sexist, like *girl*. Writers of bureaucratic forms are likely to seize on the anti-*maidenhood* trend as linguistically innovative.

Paradoxically, *maiden names* — I'll stick with the untried and true — have never been so respected. Many women, especially those who have established their names in careers before marriage, include their new middle names in their married names. Length is not considered an obstacle; on the contrary, a mouth-filling or column-long moniker has a nice ring to it.

After the first Whitewater hearings, the Senate Banking Committee chairman, Don Riegle, predicted "follow-on hearings" after the Senate leadership discussed "the scope of a follow-on resolution." Everybody nodded as if this word — freshly

inserted in most major new dictionaries — were not merely voguish but widely understood.

New it's not. "He too went and followed on" can be found in biblical exegesis written about 1250, and the compound verb was used in an 1884 book about billiards to explain a stroke "when you cause your ball to follow on after the ball it strikes."

But for *follow-on's* development as a noun and adjective, neither exegesis nor billiards can claim credit: that belongs to the aerospace industry. "The Bormac II is a follow-on air defense weapon for the 200-mile Bormac missiles," is a citation from The New York Times in 1959, supplied to me by Jesse Sheidlower of Random House. The term was soon seized upon by politicians and is now part of Washington's vogue vocabulary.

What's the difference between *follow-up* and *follow-on*? It's roughly analogous to *continual* ("pausing and resuming") and *continuous* ("without pausing"); a *follow-up* is a "re-examination, pursuit, review," and a *follow-on* is a "continuation, succession, development."

Mnemonic: Nothing succeeds like *follow-on*.

For a follow-on to the above, note the way congressional hearings have focused attention on qualifiers, those weaseling words that provide the speaker with a way out.

"At this point," the presidential press secretary, Dee Dee Myers, told reporters circling the Treasury Department like vultures, "the president has full confidence in his team." She later realized that her qualifying phrase, *at this point*, was taken as a broad hint (much as "no present plans" means "soon we'll tell you the plans"). She then said: "I should not qualify it. The president has full confidence."

A poignant example of unacceptable qualifying was set forth in the questioning of Joshua Steiner, the Treasury aide whose subpoenaed diary — written in the expectation of privacy — was a source of embarrassment for the Clinton White House.

When a Democratic senator, Paul Sarbanes, asked if he had any conversations about a disagreement between Treasury officials over who had initiated a controversial White House briefing, Steiner replied: "I don't believe I've had any specific conversations."

"Strike the word specific," Sarbanes said to the witness.

"I can't recall any conversations directly..." Steiner began again.

"Strike the word directly," said the senator, again going for the qualifier urged on witnesses by legal counsel.

"Senator," said the disqualifier witness, flushed out at last, "I have heard conversations..."

What is a springtime without sunshine? What is testimony without qualifiers?

New York Times Service

## In Brussels, a Master of Designer Chocolates

By Barbara Rosen

**BRUSSELS** — Paul Wittamer is an arbiter of tastes. In deciding which pastries and chocolates his family firm will offer the public, many palates carry equal weight — and none more equal than his own.

"You must not please yourself. You must please the customers," Wittamer explains. But in the end, he adds, it's still his menu. "They must take what I say."

At age 50, Wittamer seems almost an overgrown boy as he scoots and stoops through the maze of kitchens and corridors carved out of the house that was his childhood home. Shirt and tie beneath his Wittamer whites,

**Tastemakers**  
An occasional series about people for whom style is a way of life

graying forelock on his brow, he confesses he can't resist tasting everything in his path, as he swallows a bite of sole from the catering kitchen, and extends a pinkie-shake to a visitor.

The house of Wittamer, on the cobble Place du Grand Sablon in the heart of Brussels' chic antiques center, has an international reputation spread largely by word of mouth. Paul Wittamer is one of just three Belgian members of Relais Desserts International, the Paris-based association of Maitres-Pâtisseries.

He was the first in Belgium to understand that to make the best you must use the very best," says Relais Desserts president Gérard Bannwarth. "Paul's chocolates are superior to all other Belgian chocolates," he adds.

But Wittamer's own tastes aren't confined to the highbrow. At the movies, he goes for gummy mice.

It's difficult getting him to sit still. But once settled, he obligingly turns to the more abstract aspects of his professional life.

His inspiration comes from many sources — experimentation, overheard chitchat, talk among the trade. In creating his "Pyramide framboise," for example — a pink bonbon of dark chocolate coated in white chocolate worked with dried raspberries — he lined a newly invented mold with a mixture he'd used to decorate a cake. What brought them together?

"My personal feeling," he explains. "I am like a great couturier."

Wittamer introduces about a dozen new chocolates and pastries every year. "If I left alone, I think he'd introduce 30 a year," says his sister and alter ego on the commercial side, Myriam Wittamer.

"There are still many innovations, many creations" to be done, answers Paul. "The bases were all invented some time ago. But it's like music — you have to re-mix the old, and then you can compose many airs."

Founded in 1910 by Paul's and Myriam's grandfather, Wittamer's remains very much a traditional, family enterprise. They don't advertise and currently sell their chocolates only on the Grand Sablon. A new outlet at Brussels airport, like the 600 special orders sent overseas every year, will miss out on the fresh-cream bonbons.

A few years ago Wittamer's began offering its pastries in a handful of Brussels tearooms, and it will open its own this fall. The catering business has also been developing in recent years.

"But we're not going to become huge," says Myriam. The chocolates are still made by just five people, working primarily by hand. It's a firm of "mechanized artisans," not an industrial producer, says Paul.

For 25 years, Paul says, Wittamer's has led the way among Belgian makers of pastries, chocolates and ice creams. (Myriam even saw one Wittamer specialty in a well-known Paris pâtisserie.) Their Belgian customers alone make for a lengthy list. Princess Astrid is "our most loyal client," says Myriam on a day that also finds Wittamer's filling orders for two of Belgium's major chocolate-makers — a birthday cake for a chieftain of Leoni and a catering order for Neuhaus.

But the Wittamers also know they're in a touristic area of a city that is an international crossroads in a small country. Whereas French chocolates get stuck in a rut of four-cornered bonbons, says Paul, he has something for all who pass by.

"The German will take milk chocolate," he says. "The Belgian will take one of each. The Dutchman will take white chocolate. The Frenchman will take bitter, dark chocolate. The Japanese — they like best whatever's well-packaged."

Still, one can cater only so far, Paul wrinkles his nose at a recent French fancy for chocolates infused with



Paul Wittamer at his chocolate shop on Place du Grand Sablon.

berbs. "Gimmicks, fads," he sniffs. "It lasts six months and then it's done." He reserves a similar grimace for the asparagus sorbet he once tasted in a French restaurant. His own tomato sorbet, however — that was excellent, as a first course or a dessert, he recalls. Wittamer's offered it for a summer or two, till demand dried up. One has to be commercial, Paul concedes.

But even in the realm of made-to-order cakes, Paul's tastes — and his taste — usually have the last word. He wouldn't, for example, make a carrot cake. "I don't particularly like it," he says.

Barbara Rosen is a free-lance journalist living in Brussels.

## WEATHER

Europe									
City	High	Low	High	Low	City	High	Low	High	Low
Algeria	27/28	18/20	27/28	20/20	Amsterdam	17/22	11/22	18/24	11/22
Athens	26/24	16/21	26/24	16/21	Berlin	16/21	10/21	16/21	10/21
Bombay	26/24	20/21	26/24	20/21	Bombay	26/24	20/21	26/24	20/21
Bombay	26/24	20/21	26/24	20/21	Bombay	26/24	20/21	26/24	20/21
Bombay	26/24	20/21	26/24	20/21	Bombay	26/24	20/21	26/24	20/21
Bombay	26/24	20/21	26/24	20/21	Bombay	26/24	20/21	26/24	20/21
Bombay	26/24	20/21	26/24	20/21	Bombay	26/24	20/21	26/24	20/21
Bombay	26/24	20/21	26/24	20/21	Bombay	26/24	20/21	26/24	20/21
Bombay	26/24	20/21	26/24	20/21	Bombay	26/24	20/21	26/24	20/21
Bombay	26/24	20/21	26/24	20/21	Bombay	26/24	20/21	26/24	20/21

## Asia

Asia									
City	High	Low	High	Low	City	High	Low	High	Low
Bangkok	31/28	24/25	31/28	24/25	Bangkok	31/28	24/25	31/28	24/25
Bangkok	31/28	24/25	31/28	24/25	Bangkok	31/28	24/25	31/28	24/25
Bangkok	31/28	24/25	31/28	24/25	Bangkok	31/28	24/25	31/28	24/25
Bangkok	31/28	24/25	31/28	24/25	Bangkok	31/28	24/25	31/28	24/25
Bangkok	31/28	24/25	31/28	24/25	Bangkok	31/28	24/25	31/28	24/25
Bangkok	31/28	24/25	31/28	24/25	Bangkok	31/28	24/25	31/28	24/25
Bangkok	31/28	24/25	31/28	24/25	Bangkok	31/28	24/25	31/28	24/25
Bangkok	31/28	24/25	31/28	24/25	Bangkok	31/28	24/25	31/28	24/25
Bangkok	31/28	24/25	31/28	24/25	Bangkok	31/28	24/25	31/28	24/25

## POSTCARD

## 5 Blocks, \$5 — Rolling Along Atlantic City's Boardwalk

**ATLANTIC CITY, N.J.** — Clattered in a crumbling garage below the boardwalk, Larry Belfer is the keeper of the rolling chairs.

As wooden planks creak overhead, Belfer sits among dozens of the three-wheeled wicker vehicles, as indigenous to Atlantic City as saltwater taffy. He dispatches the chairs to operators who spend summers pushing tourists around the boardwalk, a tradition that has endured for more than a century.

Rolling chairs first appeared in the late 1800s, for invalids recuperating in the salt air. They soon became the most fashionable means of traveling the boardwalk — Belfer said 3,000 chairs crowded the promenade in the 1920s. But their numbers dwindled as tourism declined, he said, and by 1980 only a handful remained.

Belfer, 39, was a hotel clerk when he discovered 83 ramshackle chairs heaped in a warehouse in 1984. He bought them for

\$4,000, refurbished them and started Atlantic City Famous Rolling Chairs.

"I was looking for a business venture and I got lucky," he said, as a steady flow of operators wheeled chairs in and out of his cavelike office. "Everyone thought the days of rolling chairs were long gone."

But thanks to Atlantic City's gaming industry, Belfer met with immediate success. About 90 percent of his business, he said, involves shuttling weary gamblers between casinos.

"It's impossible to compete with them, so you have to find a way to complement them," he said. "That's the only reason my business has survived."

Belfer now owns 175 of the swan-shaped chairs, salvaged from warehouses, garages and other places. The chairs are no longer manufactured, but Belfer occasionally replaces the wicker.

He rents the chairs to operators who are licensed by the city. They keep the fares they collect, which range from \$5 for five blocks to \$20 for 30 blocks. The city issues

about 100 licenses for the summer, but most operators don't last long. "Some guys give it up after a day," Belfer said, crouching under a sign that read "Drunks Will Be Dismissed." "I go through a lot of people before I find someone who sticks around for a while."

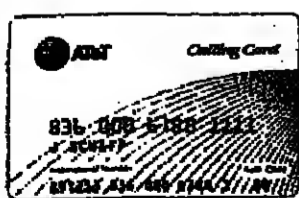
At the moment, the senior chair operator is Thomas Scierioth, a wiry 54-year-old who has pushed chairs since 1984. "It's a vagabond type of life, but I earn enough to live comfortably," Scierioth said as he hunted for customers one afternoon. "I have my own love affair with these chairs."

During the summer, Belfer said, about 30 percent of chair operators are foreign students who want to perfect their English. Only a few chair operators have been physical demands of the job.

The best chair operators, Belfer said, are free-spirited types with equal stores of charm and endurance.

"If you can't handle rejection, it's not the job for you," he said. "You have to get out there every morning and sell yourself."

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China, PRC	10811	Liechtenstein*	155-100-11	Chile	00-0512-11
Hong Kong	018-872	Lithuania	8-1396	Colombia	980-11-0010
India	000-1111	Luxembourg	0-800-0111	Costa Rica**	114
Indonesia*	001-801-10	Macedonia, F.Y.R. of	99-800-4288	Ecuador*	119
Japan**	0039-111	Malta*	0800-890-110	El Salvador*	190
Korea	009-11	Monaco*	19-0011	Guatemala*	190
Malaysia*	800-0011	Netherlands*	06-022-9111	Guyana**	165
New Zealand	000-011	Norway	800-190-11	Honduras**	123
Philippines*	105-11	Poland**	0-010-480-0111	Mexico***	95-800-463-4340
Singapore	800-0111-111	Portugal*	05017-1-288	Nicaragua (Managua)	174
Sri Lanka	430-30	Romania	01-800-4288	Panama*	109
Taiwan*	0080-10288-0	Russia***(Moscow)	155-9042	Peru*	091
Thailand*	0019-591-1111	Slovakia	00-420-00101	Suriname	156
U.S.	0500-89-0011	Spain	900-90-00-10	Uruguay	00-0-010
Ukraine*	8-100-11	Sweden*	020-795-611	Venezuela**	80-011-120
EUROPE					
Armenia**	8-14111	Switzerland*	155-00-11	CARIBBEAN	
Austria***	022-903-011	Ukraine*	8-100-11	Bahamas	1-800-872-2881
Belgium	0800-100-10	MIDDLE EAST			
Bulgaria	00-1800-0010	Bahrain	800-001	Bermuda*	1-800-872-2881
Croatia*	99-38-0011	Cyprus*	080-90010	British V.I.	1-800-872-2881
Czech Rep.	00-420-00101	Israel	177-100-2777	Cayman Islands	1-800-872-2881
Denmark*	8001-0010	Kuwait	800-388	Grenada*	1-800-872-2881
Finland*	9800-100-10	Lebanon (Beirut)	426-801	Haiti*	001-800-972-3581
France	19-0011	Qatar	0800-011-77	Jamaica**	1-800-872-2881
Germany	0130-0010	Saudi Arabia	1-800-10	Neth. Antil	001-800-872-2881
Greece*	00-800-1311	Turkey	00-800-12777	St. Kitts/Nevis	1-800-872-2881
Hungary*	00-800-01111	U.A.E.*	800-121	AFRICA	
Iceland**	999-001	AMERICAS			
Ireland*	1-800-550-000	Argentina*	001-800-200-1111	Egypt* (Cairo)	510-0200
U.S.	0500-89-0011	Belize	555	Gabon*	00-0-01
Ukraine*	8-100-11	Bolivia*	0-800-1112	Gambia*	00111
Ukraine*	8-100-11	AFRICA			
Ukraine*	8-100-11	Kenya*	0800-10	Liberia	797-797
Ukraine*	8-100-11	South Africa	0-800-99-0123		

\*AT&T Calling Card not available in all countries. AT&T World Connect™ service permits country-to-country calling between more than 125 countries, including those listed in the chart above.  
\*World Connect™ service requires a minimum of \$10.00 per call, plus an additional charge based on the country you are calling.  
\*AT&T Language Line™ service is available from all the countries listed above.  
\*AT&T Language Line™ service requires a deposit of \$10.00 per call and a \$1.00 per minute fee.  
\*Public phone numbers are listed in each country's telephone directory.  
\*For AT&T World Connect™ service, a minimum call time of 3 minutes is required.  
\*Calling is available to most European countries.